THE LITERARY DIGEST

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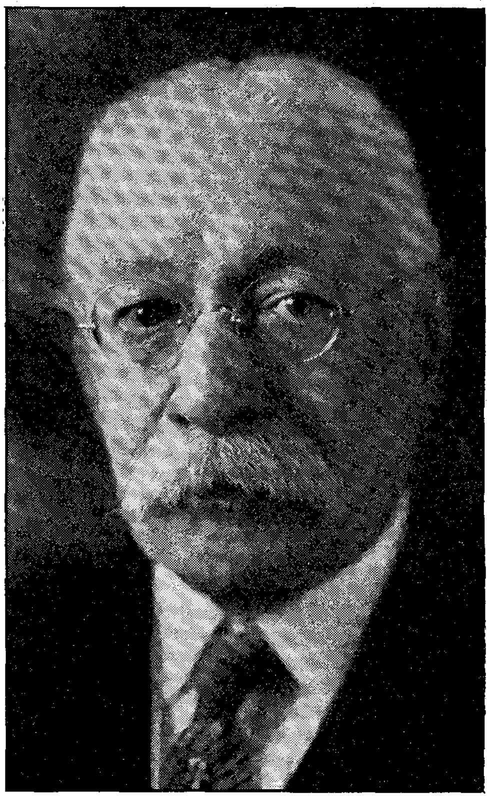
TOPICS ▾ OF ▾ THE ▾ DAY

(This title registered in U. S. Patent Office)

A COMMISSION WITH A HERCULEAN TASK

TO FIND A REMEDY FOR AMERICAN lawlessness, particularly that phase of it that derives from the traffic in liquor under Prohibition, is the ideal that beckons President Hoover's Commission on Law Enforcement. While the investigations of this new board, with its membership of ten men jurists and one woman college president, are to cover, in Mr. Hoover's words, "the entire question of law enforcement and organization of justice," its make-up, notes the Baltimore *Sun*, "is being analyzed chiefly with a view to ascertaining one thing—the attitude of its members on Prohibition." Prohibition enforcement, it is generally conceded, will prove the most thorny problem they have to handle. "On the whole list there is not a rip-roaring wet or a single Saharan dry," notes the Richmond *News Leader;* and the Washington *News* remarks approvingly: "The first thing that will strike every one about the members is that they are not of the fanatical type; that they do not see this most complicated of problems in terms of black and white; that they are neither rabid wets nor drys." The New York *Herald Tribune* is one of many papers to point out that the best testimony to the admirable quality of the personnel of Mr. Hoover's Commission is the unanimity with which it is being applauded by wets and drys alike. In selecting these commissioners, the President "has made a good beginning toward solving the most difficult, as well as the most menacing, of all our problems," remarks the Richmond *Times-Dispatch*, which wishes them "the greatest success in a tremendous undertaking."



Photograph by Underwood & Underwood

TO LEAD THE WAR ON CRIME

George W. Wickersham of New York, former Attorney-General of the United States, who heads President Hoover's National Law Enforcement Commission, which will try to find the solution of "the entire question of law enforcement and organization of justice," including Prohibition.

"Whatever happens to 'respect for the law,' there is complete respect for President Hoover's Commission," says the New York *Times*.

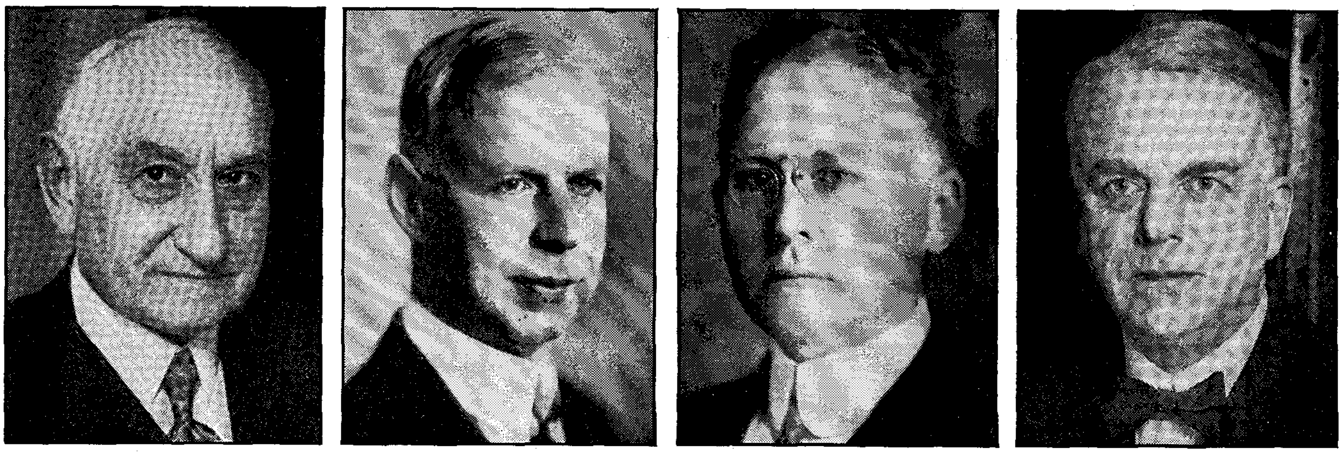
A few editors, however, regret that the Commission does not include representatives of other groups besides lawyers and educators. "The weakness of the Commission is that it is too professional," thinks the Newark *Evening News*. And a Washington dispatch quotes Arthur W. Machen, Jr., of the national board of the Association Against the Prohibition Amendment, as saying that he considers "most unfortunate" the membership on the Commission of three Federal judges—William I. Grubb of Alabama, Paul J. McCormick of California, and William S. Kenyon, former U. S. Senator, of Iowa. Says Mr. Machen:

> "As the group necessarily will deal with by far the most active and, as I think, important political question now before the American people, it is extremely unfortunate that Federal judges should be placed in a position where they must take sides thereon, or attempt to sidestep the question, which latter course would itself amount to taking sides. The result must be to drag the courts into politics."

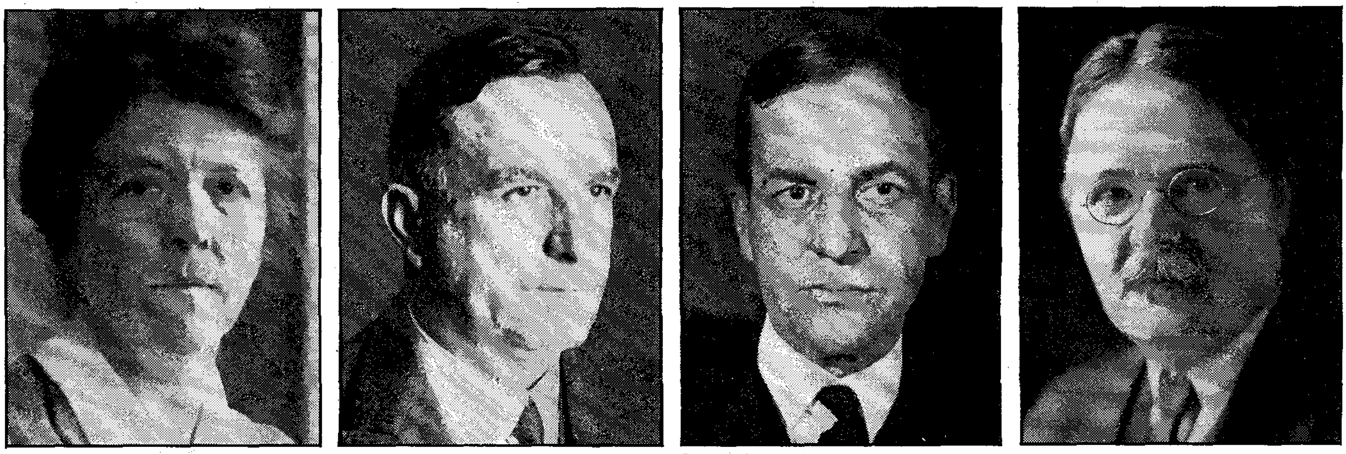
Tho the new board is marked by the absence of extremists, the correspondents point out, it has more dry than wet members. Charles Michelson, in a Washington dispatch to the New York *World*, classifies six members—Kenyon, Loesch, Grubb, Mackintosh, McCormick, and Anderson—as dry, four—Wickersham, Baker, Pound, and Lemann—as wet, and Miss Comstock as doubtful. All sections of the country are represented on the Commission, and three members—Baker, Grubb, and Lemann—are Democrats.

The personnel of the commission is interestingly discust by Robert Berry in a Washington dispatch to the New York *Evening World:*

> "As to the individual members, it is doubtful if either the Anti-Saloon League or the Association Against the Prohibition Amendment has them tagged as either wet or dry, with the possible exceptions of Judge Kenyon, Baker, and Anderson.
>
> "At first blush, the Association Against the Prohibition Amendment might be said to be afraid of only Kenyon and Anderson. Baker in the last campaign came out as an avowed wet. Kenyon, as Senator, was the author of the law preventing the importation of wet goods into dry territory, and Anderson is in politics in a politically dry State.
>
> "Baker, in explaining his support of Governor Smith during the Presidential campaign, issued a statement saying: 'I have never been a Prohibitionist,' and to the effect that some of the best people in the country were in open revolt against the Prohibition laws.
>
> "There is the Chairman, former Attorney-General Wickersham. Several days ago, addressing the students at the Washington and Lee University he was quoted as saying the Jones Law was so severe that it defeated its own purpose. A few days later, addressing the American Law Institute here, he declared the law must be upheld. If he has ever made any pronounced



FRANK J. LOESCH — Keystone View Company KENNETH R. MACKINTOSH — Keystone View Company HENRY W. ANDERSON — Copyright by Henry Miller WILLIAM S. KENYON



Keystone View Company ADA L. COMSTOCK — International PAUL J. McCORMICK — P. & A. photograph NEWTON D. BAKER — ROSCOE POUND

EIGHT MEMBERS OF THE NATIONAL LAW-ENFORCEMENT COMMISSION

Mr. Loesch is Vice-President of the Chicago Crime Commission and a leader in the popular uprising against organized crime in Chicago. Mr. Mackintosh is a Seattle lawyer, former Chief Justice of the Supreme Court of the State of Washington. Mr. Anderson is a leader of the Virginia bar. Judge Kenyon is a former United States Senator from Iowa, now Judge of the United States Circuit Court of Appeals. Dr. Comstock is an eminent sociologist and President of Radcliffe College, Cambridge, Massachusetts. Judge McCormick of Los Angeles is a Federal Judge for the Southern District of California. Newton D. Baker is best known as President Wilson's Secretary of War during the World War. Roscoe Pound is Dean of the Harvard Law School. Besides Chairman Wickersham, the other two members of the Crime Commission whose photographs do not appear above are William I. Grubb, of Birmingham, Federal Judge of the Northern District of Alabama; and Monte M. Lemann, a New Orleans lawyer, now President of the Louisiana Bar Association.

wet or dry utterances, none is recalled. Wickersham is generally looked upon, however, as liberal minded.

"All of the members of the Commission have attained a degree of eminence, but not more than three or four are nationally known. Judge McCormick presided in the oil case that was decided in favor of the Government against Doheny. Judge McCormick is a Roman Catholic.

"Miss Comstock is the President of a liberal college; at least, the girls smoke cigarets there.

"Loesch is a seventy-six-year-old vice crusader of Chicago, but a vice crusader there is one who wants the gangs to stop shooting. Drying up the city probably would be beyond the vision of the wildest idealist. It was he who went to see Al Capone, some time before his arrest, and obtained a pledge from him to quit the racket. He should know, it is generally agreed, a lot about crime.

"It is not known whether Professor Pound is wet or dry. But he is liberal minded; so much so, in fact, that he acquired considerable prominence, not altogether favorable, in the defense of Sacco and Vanzetti.

"Judge Grubb holds Federal courts in a politically dry and Klan-ridden State, Alabama, but inasmuch as he has never run for office, it is doubtful if he could be classified as either wet or dry. He undoubtedly has picked up a lot of information on the workings of the dry laws while peering down over his judicial spectacles from the bench. He got his law training at Yale. He is a member of the Council of the American Bar Association and of the American Law Institute.

"Judge McIntosh, of Seattle, was a classmate of President Hoover. In the last Senatorial campaign he ran against Senator Dill. At first he was wet and then he was dry, so he should be right neutral on the question.

"Lemann, prominent in both the Bar Association and the Law Institute, practises law in New Orleans, not a dry atmosphere.

"It is noteworthy, however, that none of the members can be identified as actively with either the wet or dry cause, unless Baker's activities in the recent campaign can be so classified."

Of Mr. Wickersham's attitude toward Prohibition, a Washington correspondent of the New York *Times* says:

"Mr. Wickersham, who, as chairman, will more or less direct the course of the inquiry, is classed as a man who has spoken in favor of law enforcement, but intimated in speeches that the Volstead Law was difficult to enforce.

"The drys do not look upon him as a wet. Their leaders said to-night his selection as chairman forecasts thorough investigation along impartial and unprejudiced lines."

A Cleveland correspondent of the same paper quotes Mr. Baker as saying:

"If I understand the purpose of the President correctly, the Commission will undertake the task of increasing respect for law all over the nation. It is one of the biggest problems confronting the country, and calls for a concentrated movement from many different sources."

Of Dr. Ada Louise Comstock, the only woman member of the Commission, we read in the New York *Herald Tribune:*

"Dr. Comstock has been an outspoken advocate of tolerance during her long experience as a leader of young women and as an educator. She has been president of Radcliffe College since June of 1923.

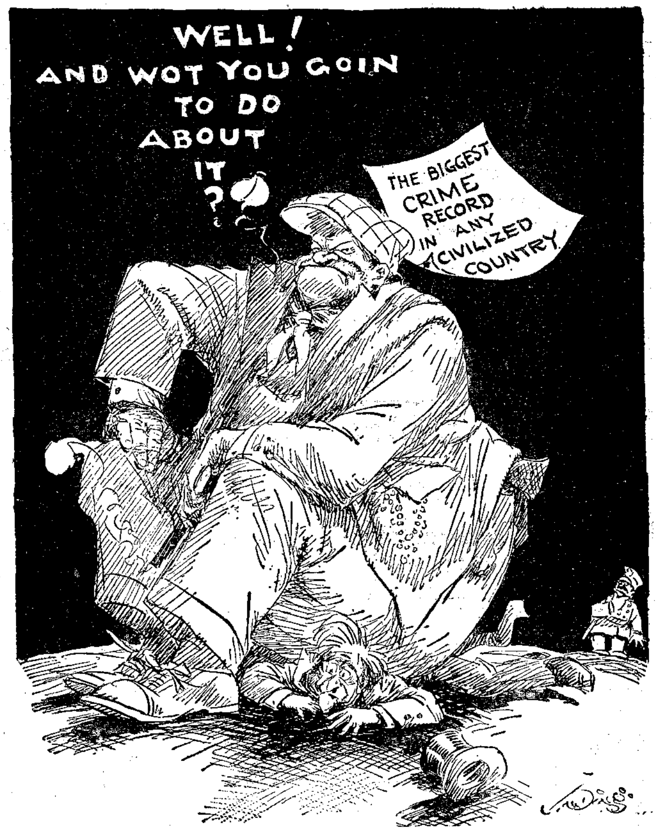
"Altho Miss Comstock has not taken sides definitely on the issue of Prohibition, she has said that 'any regulation that has ceased to be effective or practicable, should cease to be a regulation."

Bishop James Cannon, Jr., a leading spokesman of the drys, is quoted as saying:

"Of necessity Prohibition law enforcement will be included in this study, not to determine whether the Eighteenth Amendment is a mistake and should be repealed, but to determine what educative and enforcement methods, including statutory legislation will secure the best results in the nation's conflicts with probably its worst enemy, the liquor traffic, whether under the law or despite the law."

And Henry H. Curran, President of the Association Against the Prohibition Amendment, makes the following statement:

"The President's Commission is in a position to do a great service to the country by going to the bottom of the perplexing problem of Federal Prohibition. We shall gladly present to the Commission all of the pertinent facts assembled by our research department."


WELL! AND WOT YOU GOIN TO DO ABOUT IT ??
THE BIGGEST CRIME RECORD IN ANY CIVILIZED COUNTRY

Copyright, 1929, by the New York Tribune, Inc. Courtesy of the New York *Herald Tribune*

ARE WE JUST GOING TO LIE THERE AND LIKE IT?

—Darling in the New York *Herald Tribune*

Of the other subjects besides Prohibition enforcement that the Commission will investigate, the Baltimore *Sun's* Washington correspondent tells us:

"It is believed the investigation necessarily must become a sweeping survey of American life, touching on the social customs, economic condition, political divisions, and general environment of the nation.

"Many and varied reasons have been ascribed as the causes of America's high crime rate and many have been strenuously challenged. In taking cognizance of such contentions the Commission will in a sense become an arbiter.

"An instance is found in the contention of the anti-Prohibitionists that the Eighteenth Amendment and the laws enacted pursuant to it are the real causes of the alarming increases in crime and the disrespect for law.

"The drys and such church bodies as the Methodist Board of Prohibition, Temperance, and Public Morals denounce such a contention, holding that, were the sale of liquor unrestricted, crime conditions would be worse.

"Another group believes the treatment of crime news in certain newspapers is responsible for the flourishing condition of the lawbreaker, since a halo is either bestowed upon the criminal or a sympathetic atmosphere is thrown around him.

"Still another school of thought attributes the prevalence of crime to the motion-pictures.

"The motion-picture industry, through its czar, Will H. Hays, it is understood, has offered President Hoover all the facilities it commands to aid in stamping out crime and arouse in the American nation a sense of respect for constituted authority.

"Unemployment and unsatisfactory living conditions also are cited as causes for lawbreaking. So is the lack of parental vigilance. The attitude of the churches in meddling in politics and the alleged failure of the educational system to inculcate respect for law come in for criticism on this score.

"Corruption in public life and the influence of political parties on encouraging crime, as revealed in the recent slush-fund investigations in Philadelphia and Chicago, also are considered factors.

"But over and above all these manifestations of American life, a large segment of the population contends the breakdown in law observance is due to the antiquated machinery of the courts and the seemingly interminable delays between the commission of the crime and the punishment of the offender.

"This factor may hold the greatest appeal for the ten lawyers and judges on the Commission. At this time a detailed plan for reorganization of the judicial functions of the Government is looked for as the most concrete result of the Commission's work."

"WHAT DO YOU KNOW ABOUT THAT?"

Test your knowledge by the questions below. If you can not answer them, turn to the pages indicated. Each one counts 4.

1. How many millions will American tourists save through the Franco-American visa agreement? (p. 12).
2. How are invisible fissures in steel rails detected? (p. 20).
3. Are private airplanes expensive to maintain? (p. 24).
4. When is fasting dangerous? (p. 23).
5. What is known as the Oppeln incident? (p. 17).
6. Will the O'Fallon case decision raise railroad-freight rates? (p. 8).
7. What is the most unchristian thing in the Christian Church? (p. 29).
8. What former tennis champion is to be Governor-General of the Philippines? (p. 13).
9. Who discovered that the world wobbles? (p. 21).
10. Can you name eight of the greatest tunnels in the world? (p. 24).
11. How many years has the De Rivera dictatorship in Spain lasted? (p. 15).
12. What is a lucrative method of profit making by city churches? (p. 30).
13. Who named Santa Barbara in California? Why? (p. 28).
14. Who is the "Wesley of Japan"? (p. 31).
15. When are antiques said to be diseased? (p. 22).
16. What famous military man recently passed the fourth anniversary of his Presidency of a European republic? (p. 18).
17. In what city is found the inscription: "Religion is opium"? (p. 31).
18. What is the most thorny subject that will come before the President's Law Enforcement Commission? (p. 5).
19. What is the term "rail-cancer"? (p. 20).
20. Who has won a Pulitzer prize three times? (p. 26).
21. Which Apostle was the first to attack denominationalism? (p. 29).
22. What South American boundary dispute, forty-six years old, has just been settled? (p. 11).
23. What book started a new battle in the bookselling world? (p. 27).
24. How did Governor Long, of Louisiana, escape impeachment proceedings? (p. 10).
25. Do Hindus resent films made in Hollywood? (p. 28).

THE RAILROAD VICTORY IN THE SUPREME COURT

WHEN THE O'FALLON PIE WAS OPENED, the birds began to sing—not a song of sixpence, but a song of billions, for this case directly involving only a little nine-mile railroad in Illinois has been called "the greatest lawsuit in history" because it was expected to answer the question whether all the railroads of the United States are worth $20,000,000,000, or half again as much. But when the pie was opened there was almost as much confusion of opinion as if four-and-twenty blackbirds were singing at once. Offhand, the Supreme Court, in condemning the Interstate Commerce Commission methods, seems to agree with the railroad lawyers that our rail-transportation system is worth the larger figure just mentioned, which would give a basis for higher freight rates, and for smaller sums to be handed back to the Government under the terms of the Transportation Act. This was the song that reached the Stock Exchange when the decision was announced, and the railroad shares went kiting up anywhere from five to twenty-five points.

SAYS THE SUPREME COURT MAJORITY:

"The Commission disregarded the approved rule, and has thereby failed to discharge the definite duty imposed by Congress.

"Congress has directed that values shall be fixt upon a consideration of present costs, along with all other pertinent facts; and this mandate must be obeyed."

SAYS THE SUPREME COURT MINORITY:

"If it had been the intention of Congress to compel the Commission to increase values for rate-making purposes because the price level had risen, it would naturally have incorporated such a direction in the paragraph [*of the Transportation Act.*]

"Congress knew that a rate base fluctuating with changes in the level of general prices would imperil industry and commerce."

Then, on second thought, the decision seemed less clear-cut; it was remembered that both the Supreme Court and the Interstate Commerce Commission are divided on the issue. Rail stocks sagged again, and editors and correspondents began to wonder whether the decision would have any effect except to throw the whole valuation situation into confusion and make more work for the Interstate Commerce Commission and the railroad lawyers. From the White House came the flat statement of President Hoover: "I am confident that there will be no increase in railroad rates as the result of the O'Fallon decision"—and not a railroad executive could be found to raise his voice in disagreement.

When all the talk simmers down, the commonest conclusion is that rail rates will not be affected; more court decisions will be needed to clarify the valuation problem; and the chief practical result will be that surplus earnings of the more prosperous roads can be used now for improvements or dividends, instead of being held for eventual turning over to the Government for the benefit of weaker railroad sisters. Before quoting the Supreme Court decision—or decisions, because the Court divided five to three, and Justice Brandeis read a tremendously long dissenting argument—it will be necessary to recall what this O'Fallon case is all about. To quote a summary in the New York *World:*

> "In 1920 Congress passed a Transportation Act aimed to end disorganization of the railroads brought about by the war. It aimed to help unprosperous roads, and not to give prosperous roads unreasonable rates, so all profits of more than 6 per cent. must be equally divided with the Government, which would use its share to help weaker roads.
>
> "The question now decided is the basis on which that 6 per cent. is to be figured. The Commission, which had been valuing roads for rate purposes under the Congressional mandate of 1913, undertook to set the basis.
>
> "The I. C. C. valuation was the cost of reproduction as of 1914, plus subsequent investments, with proper deductions for depreciation. In effect, the I. C. C. served notice that it would disregard the rise in prices for material and labor which occurred since 1914.
>
> "The railroads stood on the principle that valuation should be based on present prices and cost of replacement. They were backed by a series of court precedents. Only a few months previously the United States Supreme Court had sanctioned—in the case of the Indianapolis Water Works—the principle of valuation on present rebuilding cost."

Estimates of the value to be given all the railroads of the country by the two methods vary somewhat. According to Mark Sullivan, of the New York *Herald Tribune,* it would be about $23,000,000,000 by the Commission's formula; $38,000,000,000 by the railroads' formula.

The St. Louis and O'Fallon railroad is a nine-mile line in Illinois used chiefly for carrying coal to the East St. Louis terminal across the Mississippi from St. Louis. It was the first railroad which the Interstate Commerce Commission valued under the law and actually ordered to pay over cash under the recapture clause. As Charles H. Bright reminds us in the New York *Herald Tribune:*

> "On February 15, 1927, the I. C. C. decided that the O'Fallon owed the Government $226,880 for the period from 1920 to 1923, inclusive. The Commission gave the road a maximum value of $987,874 in 1922, but the O'Fallon road claimed a valuation of $1,350,000.
>
> "The case was then taken to the United States Statutory Court at Kansas City, and that court on December 19, 1927, refused to interfere in the case on the ground that there was no apparent confiscation. The case was then carried to the Supreme Court of the United States, and there argued on appeal on January 2, 1929."

The long-awaited decision was handed down on May 20. Mr. Justice Butler took no part because of his previous connection as an attorney with railroad cases. Mr. Justice McReynolds read the decision for the five majority Justices. He called attention to the clause of the Transportation Act which says the Interstate Commerce Commission "shall give due consideration to all the elements of value recognized by the law of the land for rate-making purposes." A number of Supreme Court decisions are quoted to show that among such elements "is the present cost of construction or reproduction."

It is noted that the Commission's report devotes much space to argument against the use of this particular element in valuation, and "carefully refrains from stating that any consideration whatever was given to present or reproduction costs in estimating the value of the carriers' property." Then comes the direct slap at the majority of the Commission:

> "In the exercise of its proper function, this Court has declared the law of the land concerning valuations for rate-making purposes. The Commission disregarded the approved rule and has thereby failed to discharge the definite duty imposed by Congress.
>
> "The question on which the Commission divided is this: When seeking to ascertain the value of railroad property for recapture purposes, must it give consideration to current, or reproduction costs? The weight to be accorded, thereto, is not the matter before us. No doubt there are some, perhaps many, railroads the ultimate value of which should be placed far below the sum necessary for reproduction, but Congress has directed that values shall be fixt upon a consideration of present costs, along with all other pertinent facts; and this mandate must be obeyed."

Justices Stone, Brandeis, and Holmes dissented. In a brief opinion, Mr. Justice Stone insisted that the Commission gave consideration to present reproductions costs, that it gave this

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element all the weight it was entitled to; and that, "had the Commission not turned aside to point out in its report the economic fallacies of the use of reproduction cost as a standard of value for rate-making purposes, which it nevertheless considered and to some extent applied," it would not, in the Justice's opinion, "have occurred to any one to question the validity of its order." In his much longer dissenting opinion Mr. Justice Brandeis argued that Congress left it to the Commission to decide how much weight to give to each element of valuation. He also argued that "often the fact of higher reconstruction cost is without any influence on present value," as is shown in the case of both buildings and railroads. Furthermore, "if it had been the intention of Congress to compel the Commission to increase values for rate-making purposes because the price level had risen, it would naturally have incorporated such a direction" in the law. It is argued that Congress made due allowance for the decreasing purchasing power of the dollar by raising the rate of return to be allowed the carriers, thus precluding "the assumption that it intended that the valuation should reflect that lessened purchasing power." Congress, we are told, "knew that a rate-base fluctuating with changes in the level of general prices would imperil industry and commerce." This is followed by a long argument based on a definition of value as "the ability to command the price" and showing how many other elements are more important than reproduction costs.

RAILROADS THAT WIN

Sums that would have been payable by leading railroad companies to the Government on account of "excess earnings," if the Supreme Court had sustained the Interstate Commerce Commission's methods, as estimated by Dow, Jones and Company, and reprinted from *The Wall Street Journal*. First column shows recapturable half of earnings for 1928; last column the accumulation of liability for the period 1921-28:

	1928	*Total Arrears 1921-1928*
Atchison	$2,800,000	$25,500,000
Atl. C. Line*	....	14,000,000
Balto. & Ohio	2,000,000	7,100,000
Ches. & Ohio	8,600,000	36,200,000
Del. & Hud.	400,000	2,200,000
Del. L. & W.	100,000	2,750,000
Gt. Northern	500,000	1,700,000
Kan. C. So.	425,000	2,175,000
L. & N	....	1,500,000
M.-K.-T.	600,000	4,450,000
Mo. Pac. Sys.	322,000	322,000
N. Y. C. Lines	......	28,000,000
N. Y. C. & St. L.	500,000	5,500,000
New Haven	500,000	500,000
Norf. & W.	5,800,000	28,000,000
Pere Marq.	1,650,000	5,800,000
P. & W. Va.	......	300,000
Reading	......	8,750,000
St. L.-San F.	2,250,000	21,000,000
St. L. So'wn.	......	1,600,000
Seaboard	......	750,000
Southern Pac.	......	4,500,000
Southern Ry.	......	5,100,000
Union Pac.	1,500,000	4,400,000
Virginian	600,000	6,000,000
Wabash	575,000	4,775,000
West'n Md.	250,000	1,250,000

*(Inclusion of L. & N. if allowed by I. C. C. would reduce recapture liability except for 1926 and 1925.)

A "happy outcome" the majority's decision seems to the Albany *Knickerbocker Press*, and the New York *Herald Tribune* calls it "a great victory for reasonableness and equity." The Hartford *Courant* feels that it will have "a beneficial effect in compelling the Interstate Commerce Commission to abandon questionable procedure." The decision "is of almost immeasurable significance," in the opinion of the Philadelphia *Evening Public Ledger*, "since it discredits finally the somewhat radical thinking of the Interstate Commerce Commission in this instance and establishes 'accrued valuation' as a basis of property value in the fixing of dividends and the regulation of rate charges and corporation earnings."

"The O'Fallon decision is the first silver lining that has shown itself to holders of railroad stocks in a long time," says Vice-President C. W. Michel of the St. Louis and San Francisco Railway, the stock of which made a fifteen-point spurt after the announcement. Several financial writers in the New York papers consider the decision important as giving a check to the process of nibbling down or whittling railroad rates. The New York *Herald Tribune's* financial editor forecasts "a steady rise in the value of railroad securities." The decision is likely to act as "the release of the spring on some of the activities of the railroads," says J. C. Royle in a Consolidated Press dispatch from New York, quoting railroad opinion in the metropolis. Railroad equipment men, he adds, "feel that the certainty of distributing savings, turned into net profits, to shareholders rather than passing it on to the Government will encourage the improvement of roadbeds and installation of new equipment and consequent improvement of service for shippers and passengers."

The decision "is what the railroads of the country hoped it would be, and what liberal-minded people hoped it would not be," declares the Providence *News*, voicing one of the few protests. The New York *Telegram* fears that "the public will pay" for this decision, since "the same rule applied to utilities would add billions to valuations and virtually nullify the effort of forty years to build up effective public control."

But probably the predominant newspaper opinion is to the effect that there are not likely to be any sensational results of the decision. The chief effect, thinks the New York *World*, "will be the safeguarding of a portion of the earnings of the more prosperous roads from recapture by the Government." The opinion, concludes the Philadelphia *Bulletin*, "falls very far short of laying down an exact and final formula for public-utility valuation for purposes of rate-making or recapture of earnings or property." This long-awaited ruling, says the Philadelphia *Record*, "seems merely to open the way for more litigation," and it sums up its effects as follows:

> "For the Commission, the decision means that it will continue the prodigious labor of bringing valuations down to date under the new instructions.
>
> "For the railroads it offers no prospect of a big jacking up of rates, but a gratifying assurance that they will not have to reduce their charges.
>
> "For the public, it signifies no drastic rise in the cost of living, but the quenching of hopes for lower transportation costs.
>
> "And for a large number of corporation lawyers it promises years of profitable employment."

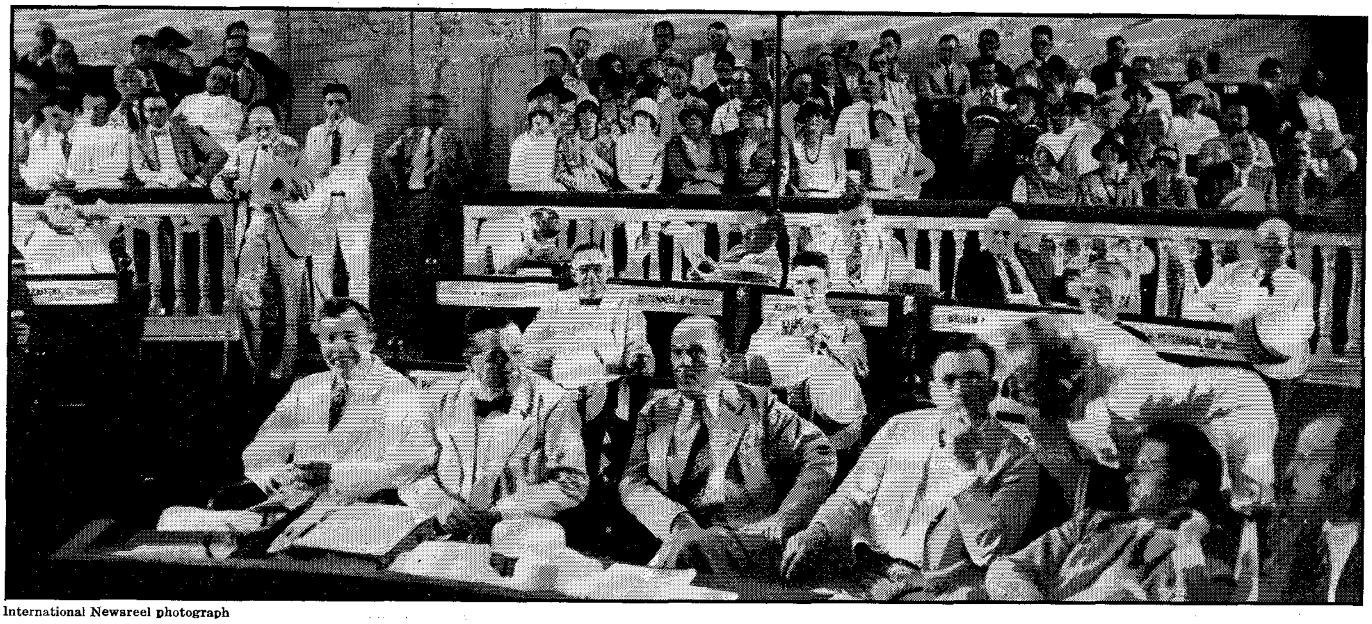
Prolonged litigation is seen ahead by a number of press correspondents in Washington and New York. Interstate Commerce Commissioners, according to J. F. Essary, of the Baltimore *Sun*, incline to believe "that another case must be taken to the highest Court before a final railway valuation formula can be worked out." The result, as Elliot L. Thurston, of the New York *World's* Washington bureau, sees it, "is to throw the rate-making body into confusion."

There is general agreement that there will be no general upward revision of rates due to this decision. Various editors point out that fundamentally rates are based upon what the traffic will bear, and we read in the New York *Journal of Commerce:*

> "Efforts to secure higher rates would in many cases mean loss of revenue to the roads themselves, but the greater danger lies in the political hostility that would be created by attempts at general rate advances."

Finally, we note the insistence of Chairman Lewis, of the Interstate Commerce Commission, that the decision does not "junk all the valuation work" done up to now:

> "So far as I can see, the decision entails little disturbance to that body of data. The inventories of railroad property are being perpetuated and can be used as a foundation for finding total figures by any method or theory of law.
>
> "The only thing that it does disturb is the O'Fallon theory as set up for the purpose of recapturing excess earnings of this particular railroad. We are just beginning the work of bringing valuation up to date, and that basic work is not disturbed. We have been waiting for this decision before proceeding with other recapture cases."



International Newsreel photograph

GOVERNOR LONG'S FIGHTING SMILE AT THE IMPEACHMENT TRIAL

Governor Long, of Louisiana (at the left), at the trial before the State Senate, just before the collapse of the proceedings.

LOUISIANA'S IMPEACHMENT BOMB ENDS IN SMOKE

THE SUDDEN AND COMPLETE COLLAPSE of the impeachment proceedings against Gov. Huey P. Long, of Louisiana, will come as a disappointment, thinks the Atlanta *Constitution*, "to the newspaper readers throughout the United States who like sensations, and who hoped to see the fight between the legislature and the 35-year-old Executive go to a knock-out." It may be not unlikely, however, that many of the people of Louisiana are glad to see this political hurricane blow over without doing any more damage. The Long impeachment proceedings constitute an unpleasant chapter in the history of the State. They have divided the people of Louisiana into bitter political factions, upset the orderly processes of government, brought serious reproach upon State officials, interfered with business, and brought upon the Commonwealth the criticism of outside newspapers and students of government. Almost all of the large Louisiana dailies are united in their condemnation of the Governor's conduct, but, says the near-by Houston *Chronicle*, "a swing around the State brought him the support of enough Senators to bring about adjournment of the Senate," which was sitting as a court of impeachment. As the situation is explained by a neutral observer in an adjoining State, the Mobile *Register:*

"In the background of this picture, according to the Governor and his friends, are certain corporate interests which are seeking to defeat the plans of the Governor to force them to pay a juster part of the State's burden of taxation. Governor Long has been urging the legislature to enact laws putting heavier taxes on the oil interests of the State, and that seems to have been the immediate cause of the impeachment proceedings against him.

"While Governor Long comes out of this struggle a victor, it is a victory for him only in a limited sense. The House of Representatives preferred a number of grave charges against him; a majority of the Senate was against him. But fifteen Senators exprest the belief that the Governor was not guilty of impeachable wrong-doing, and stated frankly that, even if the trial proceeded, they would not vote for his impeachment on the charges preferred against him in the House indictment. These fifteen Senators could and would have defeated the efforts to remove the Governor, as two-thirds of the Senators were needed to convict him.

"Governor Long has won this fight against heavy odds. Powerful interests were against him; they undertook to defeat him at the polls, and they were lined up with the newspapers and other forces in the effort to remove him from office."

When THE DIGEST published its April 6 article about the Long case, no support for the Governor was forthcoming from Louisiana's largest dailies. But the Governor, himself, by speeches and pamphlets, since has remedied the defect. "The fact that I undertook to put a license tax on the Standard Oil Company is the real 'grounds' for the impeachment charges," he maintains. This, it is estimated, would have yielded $3,000,000 a year to the State's coffers. Furthermore, declares the Governor, all businesses and professions in the State pay such a tax. Another excuse for the impeachment proceedings, asserts Governor Long, was the fact that he closed up certain gambling places. Still another was that "the gang" wanted to get its hands on the $30,000,000 that will be available for road-building during his administration. According to a statement by the Governor:

"The first trumped-up charge to impeach me on was that I had undertaken to hire a man to kill J. Y. Sanders, Jr. After advertising that kind of scandal to the world, the charge was withdrawn, and not even a vote was taken.

"Another trumped-up charge was that I had carried a pistol. That charge was withdrawn, and no vote was taken.

"Another charge was that I had used the State militia to suppress vice. That charge was defeated.

"Another charge was that I had attended a riotous party in New Orleans. After taking up considerable time for slander and vilification, that charge was withdrawn and no vote taken."

The charges on which the State Senate finally voted to send Governor Long to trial included attempted bribery, misuse and misapplication of State funds, and incompetency and unfitness to hold public office. The Bogalusa (La.) *News*, a stanch Long supporter, finds that—

"After careful analysis of charges preferred against Governor Long, this newspaper has reached the conclusion that the proceedings, in their entirety, are purely a case of political persecution fostered by an opposing political group.

"Charges preferred against Governor Long are of the common run that are used by politicians where there is a desire by an opposing political group to oust their opponent.

"The daily papers, in their mad endeavor to secure an impeachment, for reasons best known to themselves, are doing their utmost to mislead their readers and to dictate the attitude the public shall assume.

"Huey P. Long is still the choice for the office of Chief Executive by the vast majority of the people. The Governor is stronger in the rural sections of the State to-day than ever before."

In the large cities, however, we find an entirely different situation. "Governor Long stands convicted in the court of intelligent public opinion," avers the New Orleans *Item-Tribune*. "He has not availed himself of the opportunity to clear his name," observes the Baton Rouge *State-Times*. In an editorial headed "Long Dodges the Bar of Justice," this paper, published in the State capital, goes on:

> "He has made a tacit plea of guilty to every one of the charges by his desperate fight to avoid taking the stand in his own defense. Bribery, misuse of public funds, and incompetency are still linked with the Executive Office.
>
> "The Governor has not vindicated his name or his conduct in office; he has only succeeded in slipping through a loop-hole. He stands as a man indicted for high crimes and misdemeanors."

"When the Governor speaks of his 'vindication,' let the men and women voters of Louisiana remember that he secured his office on the vote of a minority, that he retains it by grace of a Senate minority, and that his actions have been repudiated by a majority of the House of Representatives," suggests the Baton Rouge *Advocate*. Now that the impeachment proceedings have been halted, the New Orleans *Times-Picayune* sees the recall as the only method of compelling the Governor to vacate his office. The Shreveport *Journal* finds it difficult to visualize "the situation of a Governor remaining in office with impeachable charges hanging over him." As the neighboring Shreveport *Times* explains:

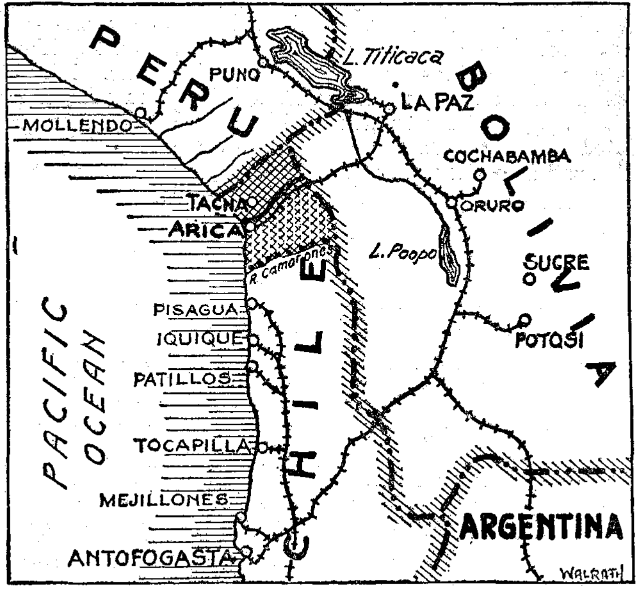
> "The action of the fifteen State Senators who opened the way for the Governor to escape trial was simply a halting of the machinery of justice by a well-organized minority. Ever since the beginning of the impeachment proceedings, the efforts of the Governor have been devoted to the work of escaping a fair and impartial trial. The House declined to help this movement, but the Senate was forced to furnish an obstacle to the trial. It has enabled Governor Long to hold his job, but it did not exonerate or vindicate him. Nor did it restore the good name of the State, which has suffered so much.
>
> "The guilt of Governor Long is as vital an issue to-day as it ever was. And the need for the deliverance of the people from his oppressive and costly administration just as pressing as at any time since the impeachment proceedings were begun."

"Governor Long has been badly discredited by the proceedings," agrees a near-by observer, the Montgomery *Advertiser*. Furthermore, declares the Norfolk *Virginian-Pilot:*

> "His performance since the beginning of the impeachment proceedings strongly confirm the diagnosis. He has belabored the Standard Oil Company and the 'special interests,' and denounced a whole flock of corruptionists, gamblers, touts, and bribers. But he has uniformly avoided specifications. With the House of Representatives in session taking impeachment evidence against him, he organized a series of defensive mass-meetings. His explanation of this move was that that was the only way he could get his case before the public because of the 'antagonistic policy of the newspapers.' The explanation is to be regarded with the deepest suspicion. In New Orleans, Baton Rouge, Shreveport, and other Louisiana cities there are well-conducted, self-respecting, and public-spirited journals. It is not to be believed that these papers have entered into a foul conspiracy to suppress truth and exalt rascality.
>
> "The Senate emerges from this case with as poor a record as that of Governor Long. Here was a proceeding in which the Chief Executive of a sovereign State was accused of offenses which, if actually committed, would have raised serious doubts as to his fitness to hold his office. It would seem that any legislative assembly jealous of its own position and of the reputation of its State would have wished to sift such charges to the bottom. It would have seemed that Louisiana was in a measure on trial as much as Governor Long, and that if the evidence against him did not warrant conviction, members of the Senate would at least have preferred to go through with the trial in order to clear the State of the suspicion that it had elected a mountebank and a demagog to its highest office. Disregarding these considerations, the State Senate has chosen a course which serves no purpose except to get Governor Long promptly out of trouble. Manifestations of partizanship in this particular instance are of the worst order and a reproach to a great State."

THE TACNA-ARICA HATCHET BURIED

THE HATCHET THAT HAS BEEN KEPT SHARP for nearly fifty years by Chile and Peru in their perennial political war over the provinces of Tacna and Arica, has at last been buried, and the possibility of war between the two South American republics made more remote. The provinces themselves, it seems, are of no great economic value, but, points out the Washington *Star*, they have come to mean more than a couple of barren stretches along the Pacific coast; "they have come to symbolize the desire, on the part of the United States, for friendly interposition in the affairs of our Latin-American neighbors who seek it. The announcement, therefore, that Chile and Peru have settled their differences is a vindication of our policy in Latin America."



Courtesy of the New York *Times*

SPOT WHERE THE AX WAS INTERRED

Scene of the forty-six-year dispute between Chile and Peru. Under the settlement just effected, the province of Tacna is awarded to Peru and the province of Arica to Chile.

The final settlement, we are told, comes as a result of direct negotiations between Chile and Peru, but, explains the Jersey City *Journal*, "these were fostered under the friendly auspices of our State Department." The only note of discord in all this harmony, observes the Baltimore *Sun*, is the fact that Bolivia, a belligerent in the war that created the Tacna-Arica dispute, has been ignored in the final settlement. Further:

> "Altho President Hoover's 'good-will trip' provides the immediate and dramatic background for this willingness to settle the dispute, the foundation for accord was laid by former Secretary Kellogg. It was he who succeeded in bringing about the renewal of diplomatic relations between Chile and Peru after years of disruption. The terms agreed to by the governments of the two South American countries involved are substantially those suggested by Mr. Kellogg.
>
> "Coming, as it did, after most people were ready to throw up their hands over Tacna-Arica, following the failure of the plebiscite previously agreed to, Mr. Kellogg's suggestion is a proof of the tireless effort contributed by him to a solution."

"The territory over which these two republics have been squabbling for almost fifty years," we read in the Boston *Herald*, "has no natural resources of any value. It is an arid region, slightly larger than Massachusetts, with a population of less than 40,000." Under the settlement, notes the Brooklyn *Eagle:*

> "The province of Arica goes to Chile, together with the port of Arica, from which there is one railroad to the town of Tacna and another to La Paz, Bolivia. Peru gets Tacna, and is awarded also free port rights in Arica, with a wharf and a custom-house of her own, and an independent station of the Tacna-Arica Railroad. And all these works shall be constructed at the expense of Chile.

Also Peru gets control of two important canals, with the pledge of equal use by Chileans where the canals cross Chilean territory. In addition Chile pays Peru $6,000,000 in cash."

There is little doubt in the minds of American editors that the Tacna-Arica dispute has retarded the economic development of Chile and Peru. But these republics, notes the New York *Herald Tribune*, "have turned toward the development of their natural resources, and are willing to drop the quarrels of the past." Continues this paper:

"Perhaps the determining factor in the wiping out of old scores has been the appearance in Chile of the Ibanez Government, representing a shift of power from the old aristocratic caste to the middle classes. This was long postponed in Chile by the grip maintained on the Army, the Navy, and the Government by the Conservative groups. President Ibanez broke with both the Conservatives and the Socialists and Communists. He set up what might be roughly called a bourgeois régime. His policies, both domestic and international, have been progressive. He has sought closer relations with the United States, and adopted what he calls a realistic foreign and domestic program."

The settlement of the most famous boundary dispute in the Western Hemisphere is, in the opinion of the New York *World*, "a contribution of no small importance to the cause of peace." As *The World* recalls:

"When the United States, in 1922, volunteered to act as arbitrator, it accepted a thorny task in an unselfish attempt to eliminate from Latin-American affairs a chronic source of irritation and danger. President Coolidge and Mr. Hughes undoubtedly erred in deciding to hold a plebiscite. They sent down Generals Pershing and Lassiter, who, after endless tribulations, found that a fair and successful plebiscite was quite impossible, and threw up the effort. Yet our Government was not discouraged. In 1926 Secretary Kellogg made the belated, but wise, proposal that the two countries seek a solution by direct diplomacy. Since then the State Department has been quietly active in promoting negotiations. Last July Secretary Kellogg brought about a restoration of diplomatic relations between Chile and Peru, after an interruption of seventeen years."

The many readers of The Literary Digest *who are going abroad this summer, and do not wish to lose touch with current events, will be glad to know that almost every important steamship line will present its guests with a current issue of* The Literary Digest *while crossing the ocean. Latest available issues will be found in waiting-rooms of steamship offices in foreign ports and in every United States Consulate throughout the world. This world-wide service to tourists is being sponsored through the courtesy of the United Hotels of America. It was begun several years ago by the French Line.*

The fact that Chile and Peru worked out the settlement themselves, after having been brought together by the United States, will help to make it more permanent, thinks the Newark *News*. Moreover, "the correct attitude maintained by the State Department in its negotiations with the participants in the settlement ought to help us in South America," believes the New York *Times*, which hopes they will cease to refer to us as ruthless "imperialists."

The Providence *News* and Philadelphia *Record*, however, regret that Bolivia's claims apparently have been ignored in the Tacna-Arica settlement. "Neither peace nor the common interests of Latin America are served by forbidding Bolivia's access to the sea, and thereby subjecting her to slow economic strangulation," declares *The Record*. And we read in a statement given out by the Secretary of the Bolivian Legation at Washington:

"The Tacna-Arica dispute has come to an end, according to the President's announcement.

"However, the historic question of the Pacific, which includes Bolivia, Chile, and Peru, is far from settled, and it will not be unless the land-locked condition in which Bolivia has endured national life since the war of 1879 is changed.

"Commercial intercourse and economic conditions of all nations render it a necessity that every country should have an outlet to the sea. Bolivia, who has lost an extensive and rich sea-coast, should not be deprived of her inalienable right of free communication with the ocean."

GOOD NEWS FOR SUMMER TRAVELERS

ONE MORE STEP in the reduction of the superfluous cost of travel abroad is seen by our press in the announcement that, beginning June 1, France will reduce the visa fee on American passports from ten dollars to two dollars, and extend the duration of the visa to two years; the United States will reciprocate in kind. "This will be especially gratifying to the host of American tourists who are preparing to visit France this summer," observes the Philadelphia *Evening Public Ledger*. Altho in the case of an individual the ten-dollar tax is not generally considered prohibitive, it adds a real burden, we are told, when several members of a family travel, and when they visit a number of countries. According to the New York *World's* estimate:

"This reduction of visa fees may cost the French Government $2,000,000 annually. But if the Government loses, the gain in tourist trade will more than compensate for a loss in revenue from visas. Even a relatively small number of American tourists can spend a good deal more than $2,000,000 in a summer for hotel bills, *vin ordinaire*, and railway fares, to say nothing of laces, stockings, bracelets, modern glass, miniatures of the Eiffel Tower—and the inevitable mountain of post-cards.

"There are now five countries in Europe which levy no visa fee whatever—Italy, Germany, Belgium, Holland, and Switzerland—and with the French fee reduced to a nominal sum, it is possible for a traveler to land in Naples or in Cherbourg and swing north or south across most of the best tourist country in Europe at a cost of two dollars in direct passport payments to foreign governments, whereas the same trip would have cost him fifty dollars a few years ago."

In a New York *Herald Tribune* editorial we learn that—

"Other countries, like Bulgaria, Czechoslovakia, Jugoslavia, the Netherlands, Luxemburg, Poland, Portugal, and Spain, make moderate charges. Great Britain and the Irish Free State continue to charge ten dollars, and so do Norway, Hungary, Latvia, Lithuania, Roumania, and Greece. Turkey charges six dollars. Possibly Great Britain and the Irish Free State will now also yield to the economic competition of the Continent and a desire to share more largely in America's huge tourist fund exports."

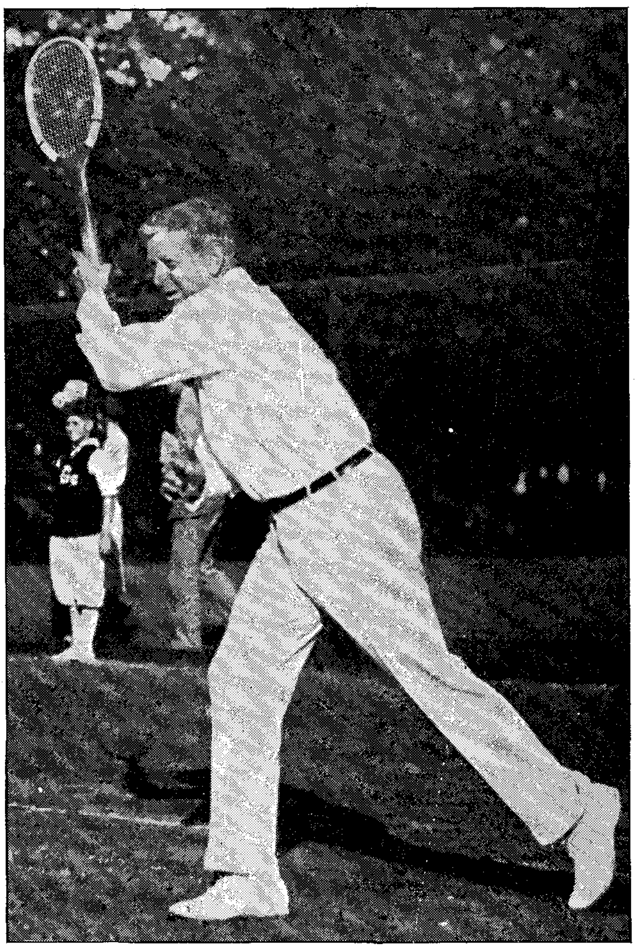
While a number of newspapers warn us against looking a gift-horse in the mouth, an equal number believe that the agreement between France and the United States should pave the way toward the elimination of passports altogether. "The entire system of fees and red tape which interferes with travel should be wiped out," believes the Baltimore *Sun*, and the Boston *Globe* favors "abolishing the passport nuisance entirely." It is the bother, not the cost, that is the main trouble with the passport visa system, explains the Newark *News*. So, declares the New York *Times:*

"The next step should be the entire abolition of passports. Prior to the World War they were unnecessary, except when visiting Turkey and Russia. The necessity of establishing close control over the movements of all foreigners during the war was the cause of the wide-spread demand for passports and visas by all the nations after 1914. To-day they serve little purpose. The revenue which they bring in is largely offset by the cost of validating the visas."

We learn in the Detroit *Free Press* that the $10 for consulating the passport of an alien intending to visit the United States was fixt by Act of Congress on June 4, 1920. "Other governments promptly charged Americans for a similar service."

A PHILIPPINE "TENNIS CABINET"?

IT HAS BEEN A LONG TIME—exactly thirty years—since Dwight F. Davis, of Harvard, won the national intercollegiate tennis championship. In those three decades he has donated to the tennis world the Davis Cup, for the possession of which such brilliant stars as Tilden and Lacoste have contended. He has served his native city of St. Louis as Alderman, as a member of numerous municipal boards and commissions having to do with library, recreational, city planning, fine arts, and other activities, and is considered the "father" of the St. Louis park system. He served his country in the World War, where he won the Distinguished Service Cross for extraordinary heroism; and at Washington, where he was Director of the War Finance Corporation for two years, Assistant Secretary of War, and later Secretary. And now that he has been appointed Governor-General of the Philippines, the great question seems to be: Will he have a "tennis Cabinet" built on the order of the old Roosevelt model? "Tact is indispensable in dealing with the Filipinos," points out the New York *World*. What could be more tactful than for the former intercollegiate champion to allow one of our "little brown brothers" to "put it over" him on the tennis-courts of Manila? Seriously, however, *The World* goes on to explain that "something more than tact is needed in dealing with the problems of the Islands; something which Colonel Stimson in Nicaragua and Ambassador Morrow in Mexico have demonstrated—ability, energy, and character, in addition to the inborn spirit of a man who is not merely polite and diplomatic, but who is fundamentally lacking in snobbishness." Mr. Davis, we gather from the press, has all these qualifications—and more. In the opinion of the Hartford *Courant*, "perhaps no Governor-General since Mr. Taft has gone to the Philippines with a broader background."



P. & A. photograph

"HE HAS HAD EXCELLENT TRAINING"

For the Governor-Generalship of the Philippines, says the St. Louis *Post-Dispatch* of Dwight F. Davis, former Secretary of War and intercollegiate tennis champion. Mr. Davis still plays the game. Moreover, he is a diplomat. Will he let one of the "little brown brothers" put one over on him occasionally?

A great many "political aspirants" had their eyes on the Manila job, notes the Birmingham *News*, "but President Hoover has turned to a public servant of proved ability." In fact, the Springfield *Union* thinks "both the United States and the Philippines are to be congratulated on the wisdom of Mr. Hoover's choice." As the Troy *Record* explains:

> "Ordinarily a post of this nature is best held by a soldier—a man whose sense of organization, obedience, diplomacy, and leadership has been disciplined and developed through Army life. Governor Wood was a splendid example of this type.
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> "Yet there is a real disadvantage in a government that smacks of military antecedents. It is peculiarly offensive to subject peoples. For this reason the absence of straps and epaulets has a distinct value in gaining the cooperation and friendship of such a population as that in the Philippine Islands.
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> "Dwight Davis is a civilian. He is a lawyer by profession. He has been deeply interested in civil problems such as recreation, education, and the elimination of preventable disease. Yet Mr. Davis is not wholly a civilian. He has been in the Army. During the World War he rose from Captain to Colonel in the infantry.
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> "He therefore has all the earmarks of the militarist, as well as the advantages of a civilian's outlook. He has proved his capacity as an organizer and executive in Washington and, while at the head of the War Department, he learned intimately the affairs of the Islands.
>
> "Such a man is ideal for such a position. He should fulfil every expectation. His familiarity with the campaigns for education, health, and properly supervised recreation should be of inestimable benefit to his work in Manila. His knowledge of money affairs—he was director of the War Finance Corporation before entering the War Department—should serve American interests in the Islands.
>
> "President Hoover is to be commended for his choice, and Dwight Davis for his willingness to leave his comfortable home for the laborious task of governing the archipelago. The Philippines are a difficult field for American officialdom, but when such men as Mr. Davis are drafted and accept service there, the difficulties are already half solved."

That the new Governor-General will find his path smoothed for him by his predecessor, Colonel Stimson (now Secretary of State), is taken for granted. And the Philippine delegation in Washington, it seems, approves the selection.

The Governor-Generalship of the Philippines is said to be equal in rank to a Cabinet position and second in salary only to the Presidency. The Islands, we are reminded by the Washington *Star*, "are far greater in extent, and in importance, than many Americans realize. They are our farthest outpost in Asiatic waters, and upon their proper administration depends, not only the welfare of the Filipinos themselves, but the continued good relations of the United States with the Powers of the Far East."

Nevertheless, the new Governor-General, with all his qualifications, will find that, "in trying to further the economic development of the Philippines, the basic obstacles remain," predicts the New York *Times*. The chief obstacle, it seems, is the fear of the Filipino politician that if American capital, in increasing amounts, is invested in the Islands, the tie with the United States will become so close that the Philippines will never obtain their independence. Moreover, there is, in the minds of a few editors, doubt regarding the new administrator's qualifications. Certainly, maintains the Hartford *Times*, "only a test will show whether Colonel Davis is qualified for his new duties." According to the New York *Journal of Commerce*, "it would be difficult to say that he has any special fitness for the appointment. It was under his administration, as Secretary of War, that the Islands gave the greatest trouble."

TOPICS IN BRIEF

(An extension of this department appears weekly on the screen as "Fun from the Press")

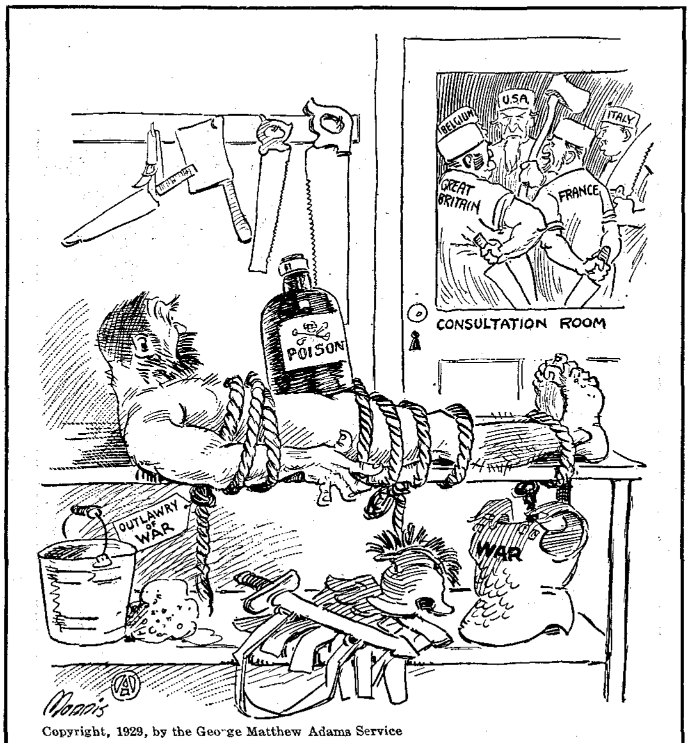
It is hard to be interested in politics and also disinterested.—*Norfolk Virginian-Pilot.*

He who marries in haste has usually no leisure in which to repent.—*Glasgow Eastern Standard.*

The fellow who talked about the silent night lived before the age of the loud-speaker.—*Virginian-Pilot.*

The President raises the tariff on window-panes. Now will you glass farmers stop hollering?—*Dallas News.*

A doctor has stated that it is possible to get urticaria from just looking at strawberries. You can also get very ill from just looking at the price of them.—*Punch.*



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THERE WILL BE AN OPERATION AS SOON AS THE SURGEONS AGREE WHAT TO CUT OUT

—Morris for the George Matthew Adams Service.

Influenza is said to be the popular illness of to-day. It is certainly the catch of the season. —*Glasgow Eastern Standard.*

Walking and dancing are the healthiest exercises known to medical science, except when done in a canoe.—*Kay Features.*

Tariff: A tax designed to keep out competitors so Americans can get rich by charging one another too much.—*Publishers Syndicate.*

Mr. Raskob's instalment plan for investors would be fine if the other instalment plans left anything to invest.—*Fond du Lac Commonwealth.*

The pronunciation of "margarine" with a soft "g" is advised by the B. B. C. Why not soft in summer and hard in winter?—*Glasgow Eastern Standard.*

Probably the reason that Mr. Pierce did not want his wife to come home by the quick Zeppelin route was that the dishes were still piled in the sink, and he wanted to have a chance to clean up before she arrived.—*Troy Record.*

Why doesn't somebody write a unique detective story in which the mystery is solved by a regular detective?—*Nashville Southern Lumberman.*

Lives of Congressmen remind us we should keep our luggage dry; and departing leave behind us nothing for a court to try.—*Tampa Tribune.*

Those Des Moines University students have solved the problem of how to get publicity without a winning football team.—*Chicago Evening Post.*

A physician says that cigaret-smoking is liable to lead to a change in the color of the complexion. Especially with beginners, we have noticed.—*Glasgow Eastern Standard.*

A Swedish doctor claims to be the only one who can provide a person with a permanent blush. We are afraid that this will sting our young authors and playwrights into redoubled activity. —*London Humorist.*

The Literary Digest speaks of the "opening gun of a finish fight" among doctors in Chicago. The Digest should have a care how it uses such a metaphor when speaking of matters in Chicago.—*Arkansas Gazette.*

Colonel Lindbergh has not drawn a cent from the Government in five months as adviser on aeronautics, as nothing has arisen to require his advice. Oh, if we could only pay Congressmen that way!—*Chicago Evening Post.*

The modern bride may serve some weird meals, but they are not uncanny.—*Arkansas Gazette.*

The next war, up in the air, will be horrible enough; but thank goodness, cooties can't fly.—*Vancouver Sun.*

Blessed are the poor. They can go to jail without being annoyed by photographers.—*Roanoke World News.*

The world is so full of a number of things, it's no wonder we're all as broke as kings.—*Fort Worth Star-Telegram.*

Washington's picture is on the new dollar bill, out July 1, but it would have been more fitting to use that of Delaware's present Governor, C. D. Buck. —*Kay Features.*

Science has now given us almost every household luxury except a non-skid paper napkin. —*St. Thomas Times-Journal.*

"Ladies ready to wear clothing," reads a bill over a Bridgeton shop. And about high time, too!—*Glasgow Eastern Standard.*

Millions of Chinese starving; Kansas wheat farmers worrying about their surplus. How wonderful civilization is. —*Manila Bulletin.*

London doesn't know what a fog really is. Just wait until Ambassador Dawes gets his underslung pipe to going.—*Southern Lumberman.*

If the Government is sincere in the hunt for a stronger adhesive for stamps, it could examine whatever it is Willy leaves on the piano keys.—*Detroit News.*

Judge Hughes thinks that there should be some restraint upon the fun poked back and forth between the great English-speaking nations. This department, nevertheless, stands stedfast for the freedom of the wheeze.—*The New Yorker.*

Sinclair, jailed for contempt of the Senate, probably is glad that the sentence is not for the duration of the offense.—*Tampa Tribune.*

Heredity is a great influence. The harder dad's nose is prest on the grindstone, the more the kids' noses turn up.—*Waco News-Tribune.*

"Why do they call the game bridge?" asks a valued subscriber. Probably because it makes your partner cross.—*Norfolk Ledger-Dispatch.*

Doctor Schacht, Germany's delegate to the Reparations Conference, seems to be somewhat confused as to how his nation came out in the late war.—*Marshall County Banner.*

King George is back again at Windsor, and if he is anything like 90 per cent. of returning vacationists, he fell over three months' supply of bottled milk and the morning papers from the day he left.—*Troy Record.*

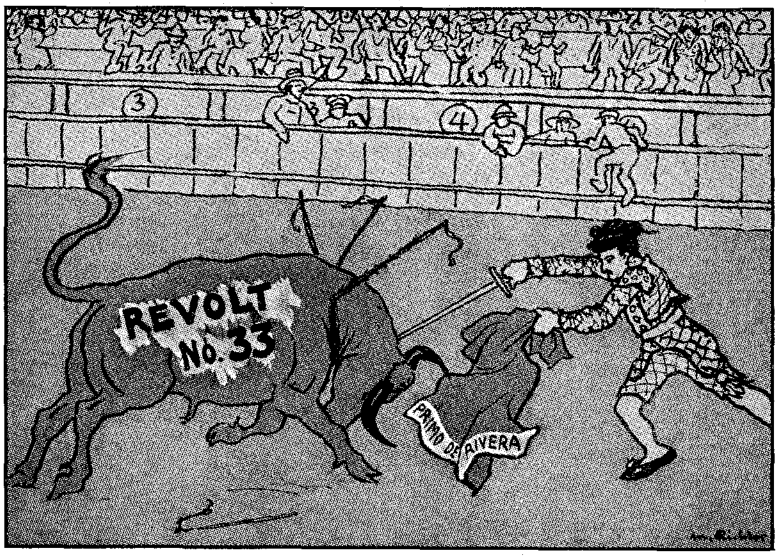
More than 38,000 passenger automobiles were imported into Australia in the last fiscal year, and one of the great ambitions of our life is to go to Australia and watch the kangaroos cross the street.—*Ohio State Journal.*

Isn't wireless wonderful? Think of the jazz bands, the sopranos, the bedtime stories, the speeches, the poetry, and the thousand and one things you can silence with one little turn of a dial.—*Glasgow Eastern Standard.*

FOREIGN - COMMENT

PRIMO DE RIVERA'S DEFENSE OF HIS DICTATORSHIP

"I CAME TO GOVERN AND I HAVE GOVERNED," is what Spain's dictator, Gen. Primo de Rivera, will answer to any question about what he has done for Spain when his mission is over, and he declares that he will make this answer with "greatest pride." So much criticism has been leveled against his régime in Spain, so often rumors crop up of many varieties of revolt, and admirers of his method have made such high claims for the good he has accomplished for his country, that his personal statement of what has been going on in Spain is rated as most important. This he gave to Sir Percival Phillips at Madrid for the London *Daily Mail*, which considers the candid and outspoken statement of the Spanish dictator's position remarkable in every way. Sir Percival introduces us to the General in a long and lofty apartment on the first floor of Spain's Ministry of War, where "for six strenuous years he has been remaking Spain." His opponents would have found no sign of regret, no hint of apology, in the new survey of the work accomplished by the dictatorship, we are told, for Gen. Primo de Rivera "has no intention of putting on the white sheet of contrition," nor did he "hold out any hope to his critics at home and abroad of his early withdrawal from the field of battle," and this informant proceeds:



A NEW KIND OF BULL-FIGHTING IN SPAIN

—*Kladderadatsch* (Berlin).

"I found him alone, at the upper end of this long room, which is several sizes too large for one man. From his high-backed chair, placed against the wall, beneath a full-length portrait of his Sovereign, he looks down a vista of somber walls and polished floor to the door which leads to a busy anteroom, a human beehive of activity. Four clerks are busy at their typewriters beside desks covered with none-too-tidy masses of documents. There is a constant stream of people in and out of this crowded room—Ministers, politicians, other men high in national affairs, all waiting their turn to see the Prime Minister; aides-de-camp in naval blue or military khaki; messengers, local journalists, municipal officials, all with one nervous eye on the door.

"Once across the threshold all is silence and shadow. The visitor pausing there sees only the lone figure bending over papers in the remote distance. The journey to that far-off desk must be an ordeal for any man whose conscience troubles him. He makes it with the cold, steady eyes of Gen. Primo de Rivera fixt on him. How many excuses, how many carefully prepared speeches must have vanished in that abyss which separates the open door from the small gilt chair set opposite the only occupant of the room like a stool of penance for the wrongdoer summoned here. The psychological effect of this walk across a half-empty room like the gallery of a museum is very obvious. I think the Prime Minister knows it.

"For me, however, it was anything but an ordeal. Before I had traversed half the room, Gen. Primo de Rivera had left his desk and was coming to meet me, his hand outstretched. A soldier, a Minister of State, a Dictator, in fact if not in name, he looked none of these things in the lounge suit which hung loosely on his bulky figure, but rather a prosperous business man, a tired business man, obviously putting aside with an effort the effects of fatigue, but still keen and alert in every movement and in every sentence."

At once General de Rivera assured his interviewer that he would be told the truth, and "for this reason you will not hear anything new or sensational." From the first moment when the sparks of a revolutionary attempt—which did not go beyond an attempt—flashed in Spain, the Dictator is quoted as saying, he saw to it the opinion of the country should be correctly informed by himself, and the Dictator continues:

"I did not leave this task in the hands of other people, for I consider it my duty and one of the principles of the Government since it assumed power.

"The wayward and undisciplined attitude of some sections of the Artillery Corps, whose contention lacks popular support, was taken advantage of by disappointed politicians, covetous of recovering the profits of power, to prepare a parody of a revolution which did not even start. There was not a single victim in the streets, and events passed off in such a manner that the intervention of the Government, and afterward of the law, was sufficient to put an end to the abortive movement.

"From that moment, at the same time as the abortive revolts which had been planned, began a fallacious campaign of opinion abroad in the effort to create feeling against the Spanish Government, this being stimulated by financiers who fish in troubled waters—interests which saw the finish of their illicit profits from Spain brought about by the marked renascence of Spain's vitality, and also by the above-mentioned unadaptable 'supermen.'

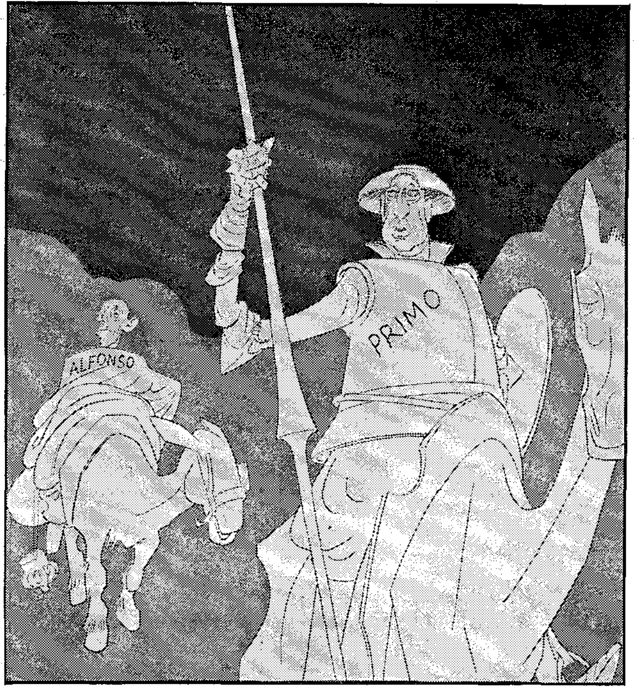
"The incident of the students was also taken advantage of by agitators, enemies of the present régime, but without success. They attempted to paint us as persecutors of the University."

But according to a famous British Liberal newspaper, the students and their professors in Spain are not rebelling alone against the political Dictatorship, but also against the clericalization of the universities. Indeed, this newspaper declares, the Liberal secular revolt against clerical influence in the universities has, for all the jocularity of its methods, grown so strong that Primo de Rivera does not know in the least how to break it. The Spanish revolutionaries, we are told, are "unashamed and fearless." General de Rivera proceeds:

"I suppose that it will cause stupefaction abroad to learn that in Spain there existed a military corps in which it was impossible to be promoted for merit—however evident that merit might be, and however many guaranties were furnished in support of it, and altho the Government ordered it. The corps, within a period of six months, would compel the promoted officer by

> coercion to accept a lower rank or leave the service. And this was permitted constantly by governments which presumed to defend the sovereignty of the public power.
>
> "From this latent rebellion sprang a hundred other troubles, which have been gradually extinguished, but there still remained the question of our university professors, who in many cases are ungovernable and more petulant than learned. The Dictatorship has never intervened nor restricted the liberty of the professorial chair in professional matters."

Referring to the old régime, General de Rivera characterized it as tolerating all the excesses that brought Spain to the "state of decomposition," which was her condition in 1923, "when assassinations occurred with impunity in the streets; when only those paid taxes who wanted to, or who were without political influence; when everybody except the Government governed, when the press, the Parliament, the corporations or the syndicates destroyed a government every six months." The Dictator went on to assure Sir Percival Phillips that the people of Spain constantly give him proofs of their friendliness, and he added that on every occasion they recognize him with expressions of real affection. Much has been written about censorship of the press in Spain by adverse critics of the De Rivera administration, so that the General's emphatic pronouncement on this subject is of profound interest:



A GERMAN JEST

"In the land of Don Quixote, if the servant rides the high horse there is nothing left for the master but the donkey."

—*Simplicissimus* (Munich).

> "The censorship in Spain does not suppress the liberty of the press. What it does is to prevent license which is used for defamation and scandal and for the spread of impious, rebel, and false ideas. The Government is primarily interested that the country should know the facts and the truth behind the facts, and not be misled by malign and evil-intentioned versions of events which a journalist hostile to the Government wishes to publish.
>
> "I do not believe that the Government of any country has done more than the Government of Spain in this respect, as can be seen from the semiofficial notes giving the sober and exact truth concerning events, even at the most difficult time. The country has known how to understand and appreciate this, and has shown itself always disposed to support the policy of the Government in this respect.
>
> "This point of view is adopted by the censorship in Spain. It is applied not only to our national press but to the foreign information agencies; and I appeal to the evidence of their representatives in Madrid to show with what diligence I have responded to every request made to me to give information for foreign circulation. That section of the press which indulges in fantastic and distorted versions of the truth is naturally much hampered by the daily publication of semiofficial notes by the Government, because these notes permit the people to form an exact idea of the true situation."

As to Spain's future, General de Rivera disclaims being a prophet, but is convinced that the country shows a tendency to progress and to waken from the lethargy into which she had fallen through so many years of maladministration. Furthermore, he points out that Spain has a splendid and privileged geographical situation in Europe, and an exceptional position with relation to the American continent. He then advises us that the Spanish language is "the most widely spoken in the world, and only compares with English in regard to the number of persons who habitually use it." As to the benefits wrought by his Dictatorship, General de Rivera is quoted as saying:

> "The terrorism and growing Communism which existed in the country in 1923 have disappeared. The Spanish zone of Morocco has been pacified, and the region is now being brought up to the standard of European civilization. The whole legislation of the country is undergoing progressive modifications, but this work has not yet been completed.
>
> "More than 5,000 schools have been built. The budget for public works, agriculture, and communications speaks for itself. We have the most modern social legislation, Spain being the country which has the greatest number of international agreements for workers. The nationalization of many industries is another accomplishment of this Government, while the placing of the national finances on a healthy basis has already resulted in the balancing of the budget and in important financial reforms."

Asked whether he intended to retire from public life when his work is finished, General de Rivera replied with an emphatic "Yes," and added that as soon as he has succeeded in endowing Spain with a combination of just and modern laws, by which the Government of the country can be made possible, and "at the moment when good citizenship and culture make unnecessary the further existence of an exceptional dictatorial régime," he will retire to private life.

Editorially, *The Daily Mail* has no hesitancy in declaring that Spain has made immense progress under the De Rivera dictatorship, and looking back over its record it recalls that in the first few weeks of his office General de Rivera suppressed 25,000 salaried officials, "who not only performed no duties but never went near their departments." *It is further related that:*

> "He required his officials to come early to their office work instead of often shirking it altogether. Naturally these vigorous measures did not make him popular with the people who had so long preyed upon the State. But his action achieved large savings in the budget and it had the support of the people, and (there is good reason to add) the sympathy of the King, that sagacious and clear-headed sovereign to whom General Primo is ultimately responsible.
>
> "He will always be bitterly assailed by the Communists and Syndicalists whose maneuvers he has defeated, and by those muddle-headed people who worship the old régime of weakness and incompetence. Spain is not Great Britain, and in Spain the system of party government, after forty years of trial, had proved a complete failure."

An additional defensive play of Spain's Dictator is obvious in a statement he made to a Madrid correspondent of the New York *Times*, in which he says that "with profound regret my Government has had to take necessary and vigorous measures against the student movement in Madrid," but, he argued:

> "I am anxious that what we were compelled to do should be properly understood in the United States. We have no excuses and no apologies to make. Our Government has been lenient enough during the past year to prove that neither malice nor oppression has been our motive. We would have failed in our duty to the whole people by permitting the encouragement of disturbance and interference with political and social stability."

CHRONIC GERMAN-POLISH FRICTION

NO LOVE IS LOST between the Germans and the Poles, but what is worse, according to European observers, every so often a new tension arises between the two countries, and it is lamented that the political atmosphere between Berlin and Warsaw is far from being what it should be to inspire confidence in the peaceful development of the situation in Eastern Europe. The press in Poland and the press in Germany, it seems, are continually indulging in bitter and angry comment about each other. Some French editors are particularly concerned about this state of affairs, and being so closely bound up as France is with Poland, they blame all the trouble on the Germans. It is particularly unfortunate, thinks the Paris *Temps*, that misunderstandings should increase and grow more and more serious when the prosperity of both Poland and Germany depends so largely on good feeling between them, and this important daily goes on to say:

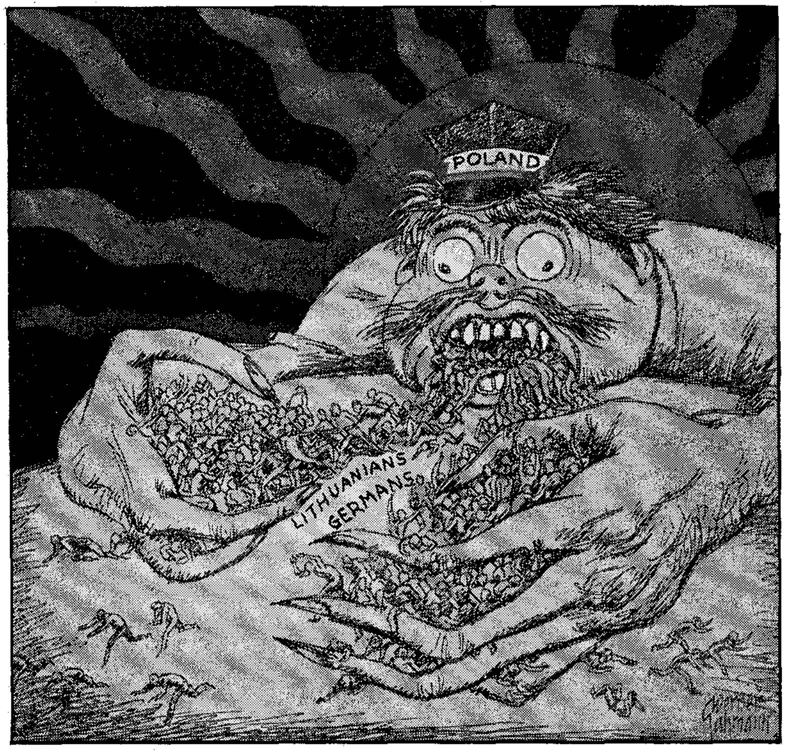
> "The German-Polish negotiations for the conclusion of a commercial agreement drag endlessly. Each time that a possibility of understanding appears, the essentially political preoccupations of German nationalism delay a solution of the problem. To all the proofs of good-will proffered by the Warsaw Government, Berlin replies by tactics of delay, and even at times by ignoble procedure. If it is true that the German democracy and German industrial interests desire an honest adjustment of economic relations with Poland, the Conservative and Nationalist influences in Germany, which remain very strong, manage to mix things up badly. It is known that they wish to subordinate any German-Polish economic agreement to conditions of a kind that favor pan-German propaganda in the border regions, and which, of course, are unacceptable to Warsaw. In truth, the German Nationalists are trying to keep an open sore on the flank of Europe because they hope thus to obtain a revision of the eastern boundaries of the Reich as they were fixt by the treaties. They have not renounced either that part of Upper Silesia, which was awarded to Poland, nor the idea of suppressing the 'corridor.' And they wish to keep alive in those regions the spirit of revenge and of war which constitutes a permanent menace to the general peace."

After the signing of the Locarno Pact, this influential Paris newspaper then remarks, and after the admission of Germany to the League of Nations, one would reasonably expect that the friction between Germany and Poland would gradually wear away. But these expectations were not realized, we are told, and German-Polish controversies have taken on a more acrid tone and mistrust has greatly increased on either side of the frontier. We read then:

> "It has been seen how the Germans tried to exploit the question of protecting ethnic and linguistic minorities against the Polish Government, while they at the same time were deliberately ignoring the rights of the Polish minority in Germany. The Oppeln incident, namely, the interference with the production of the opera 'Halka' by Polish artists, through the most brutal kind of rough work by pan-Germans, while the local authorities did not exert themselves to intervene with all the energy needed, is a striking example of this kind of anti-Polish feeling. Only a few German newspapers of the Left had the courage to rebuke such procedure and to denounce the deeds of 'adventurers' who try in every way to stir up hatred and prepare the way for conflict. The Oppeln affair gives a great light on German policy as regards the problem of minorities for those who allow themselves to be imprest by the arguments of the Berlin Government. A little while before the Oppeln affair, the German authorities of East Prussia arrested eight Polish teachers on the charge of conspiring against the safety of the State. Four of the men arrested were set free as soon as their case came up in court, and no serious charge has been affirmed against those teachers who remain even now in prison. Is it by these methods that the Germans tried to justify the absurd theory that the Poles are contemplating a stroke of arms against East Prussia, and that Germany should be on the alert to take precautions, especially at sea, to defend it against aggression?"

This is a deplorable state of things, in the view of the *Temps*, which assures us regretfully that such incidents as the Oppeln affair dangerously compromise all adjustment of questions at issue between Germany and Poland. At the same time it thinks it a very disturbing fact that the German authorities are not only powerless to prevent such incidents, but too often show a culpable complaisance toward the persons guilty of anti-Polish attacks. It is further asserted that:

> "The least one can infer is that the responsible Government of the Reich is obliged to keep note of the pressure of Nationalist pan-Germanism and that it does not dare to take open action against the systematic hostility of those who see in any smoothness of German-Polish relations a renunciation of the claim for a revision of the eastern boundary lines. What is more, everybody knows that all the German parties, whether of the Right or of the Left, are in agreement basically about this question, and that their only difference of opinion is about the methods and means to realize this definite aim of German policy."



A GERMAN JAB AT POLAND

"How the greedy Pole grabs for everything he can reach."

—*Kladderadatsch* (Berlin).

So the *Temps* believes that in these circumstances one should not be astonished that the mistrust of the Poles is always awake, and that there is a tendency in all Polish circles to attach special importance to manifestations of high tension pan-Germanism in the boundary region of the two countries. No matter what Government is in power at Warsaw, it is alleged, it can not be expected ever to submit for discussion again a subject that has been definitely closed by the Treaty, and we read:

> "Poland can show proof of a greater spirit of conciliation in order to facilitate as far as possible an adjustment on a sound basis of economic relations with Germany, in the hope that more trustful political relations will naturally follow after, but Poland can not look forward to the eventuality of a territorial readjustment that would compromise her independent existence."

Attention is then called to a speech of the President of Poland in which he recalled how well the Silesian people had kept their Polish soul despite foreign oppression, and he declared that there is no power that exists which can break the national unity of Poland.

A BRITISH CLOSE-UP OF GERMANY

GERMAN PESSIMISM OF DEEPEST DYE seems to some to be prevalent in the new Germany despite the fact that much credit is given to President von Hindenburg on the fourth anniversary of his accession to office for having quietly guided the country through a most difficult period and by so doing making an invaluable contribution to the general stabilization of Europe. But the heavy burden of taxation is said to be always a specter before the eyes of the Germans, and they can not see the day when German enterprise will be free to develop to the material advantage of the German people. That there is some measure of truth in the statement that Germany is recovering with great rapidity, and that industry is forging ahead, is admitted by Maj. E. W. Polson Newman in the London *Fortnightly Review*, but he maintains at the same time that such signs of luxury and spending as may be noticeable in Berlin do not represent the true financial state of the country. The average German is undoubtedly counting his pfennigs, we are told, and personal economies, which are less noted than personal luxuries, are obvious to any foreigner who takes the trouble to look. This British observer of German conditions then goes on to say:

Keystone View Company photograph

GERMANY'S PRESIDENT DONS CLERICAL GARB FOR A DAY

General von Hindenburg, described "as one of the greatest men of our time," in clerical attire during the annual meeting of the Patriots of the Berlin Cathedral.

> "In estimating the financial condition of Germany, most foreign observers are inclined either to think that the country is recovering by leaps and bounds, and therefore that her capacity to pay reparations is greater than it is in actual fact, or they contend that the progress of the last few years is purely artificial, that everything is based on false values, and that the country is really on the verge of a serious crisis. While there are elements of truth in both these views, it seems to me that Germany, thanks to the capacity for work of her people, and their desire to participate to the fullest extent in what the new Europe has to offer, has succeeded in recovering quicker than most countries would have done in similar circumstances; but that the state of German finance, industry, and agriculture, combined with the uncertainty of the political situation, has given rise to a state of affairs that can not stand any serious shocks. But, altho this may be the case, it is clearly in the interest of Germany to face her war debts with a genuine determination to meet her obligations, thereby inspiring political confidence abroad and making her own path less difficult in years to come. It is only natural that the German people should feel a certain want of enthusiasm at the present stage, but there are no reasons to suppose that they will be slow in regaining that position which was theirs before the War."

Germany has come through an unsuccessful war and a revolution which, altho almost bloodless, was none the less drastic in its effects. And Major Newman declares that certain remarkable features in the new order of things throw important sidelights on the character of the people. He especially mentions the manner in which the German Republic has been accepted by those who were formerly the strongest supporters of the Imperial régime, and he advises us that former high officials of the Kaiser are now equally high servants of the Republic, which "tends to show that in Germany there is a very strong love of country, stronger, indeed, than any bonds that bind subjects to crowned heads or ruling dynasties." Yet with all their tribulations and misgivings as to the future, it is asserted that the Germans possess that characteristic mass patriotism which gives them strength to overcome difficulties as long as they are united, and the Republic has "certainly strengthened the unity of the German nation." Moreover, this British writer assures us that it is difficult to take German pessimism at its face value, and he adds that their pessimism, "altho to some extent justified, does not deceive the careful observer." Summing up his impressions, he finds that:

> "Germany to-day is a strange mixture of political and economic forces working in an atmosphere of uncertainty. She is like a weather-beaten ship in a heavy sea under the command of an aged but experienced captain. The crew, tired out by their struggle, have come to have little faith in the ship, but they inwardly believe that their captain will see them through. And so it is with Hindenburg, who from his armchair far in the background uses his strong and moderating influence to keep the political scales balanced. On the one side, the Right wing of the Nationalist party and the Stahlhelm organization have to be guided in the way they should go. To them Hindenburg is still the military commander, and as President of the Stahlhelm he is in a strong position. On the other side, the Left wing Socialists and Communists have to be restrained. To them his personality as head of a democratic State has the effect of steadying their wilder schemes and activities. The President seldom shows his authority, and for several reasons prefers to avoid the limelight. His advanced age does not permit of his undertaking anything approaching arduous duties, and he is only allowed by his medical advisers to devote a certain number of hours in the day to work. For this reason he only sees the highest State officials, and them only when there is the most urgent business to be considered. Further, there is nothing more distasteful to Hindenburg than any idea of pushing himself forward. He occupies his position as President as a duty to his country, and he shrinks from anything that might conceivably create the impression that he wishes to occupy the position of his former master. In his old age he needs care and a good deal of rest, but from his modest palace in the Wilhelmstrasse he wields a power which is none the less effective. The President lives in the simplest possible way. A policeman at the gate, two sentries in the small courtyard, and the Republican flag at the masthead are the only outward signs that distinguish the palace from any other building in the street. Little or no ceremony attends his coming or his going."

Then with a burst of enthusiasm Major Newman exclaims that the name of von Hindenburg "will go down to history as one of the greatest men of our time." Loyal to the Empire first, and then to the Republic, he is described as serving the true interests of Germany by sinking all personal feelings and by placing the Fatherland before all other considerations. The prediction is made that: "When his term of office expires, the question of a successor will be one of the most serious problems that the German Republic has yet had to face."

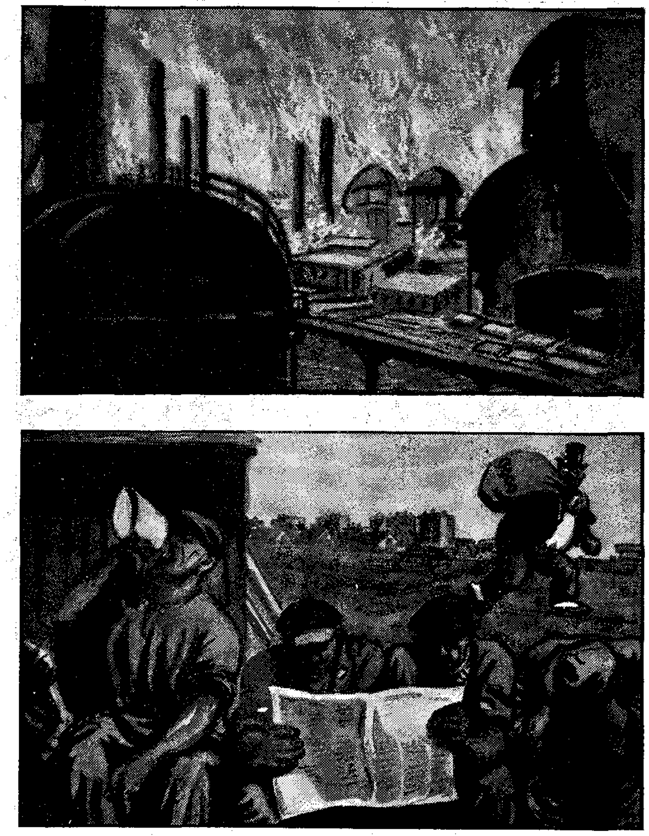
A vivid intimate portrait of President von Hindenburg is presented by this writer, who speaks as tho he knew his subject from personal observation:

> "Fortunate are those few who have been admitted to the presence of this gray-haired soldier and statesman. None have been disappointed. The popular conception of a fire-eating Prussian general with a stern countenance and a domineering demeanor fade away in the company of this charming and benevolent old gentleman, who shows a keen interest in everybody and everything. With his intellect as quick as ever it was, Hindenburg has been known to follow closely on the map every move in an explorer's journey, and to ask questions showing that the President himself understood the difficulties almost as well as the explorer describing his adventures. While his kindly disposition is sympathetic to the human side of life, he has a strong sense of humor and loves a good joke. He will sit listening to something that amuses him for a considerable time without giving any indication of his emotions; then gradually his face will light up and his eyes will twinkle with merriment. But when he hears a really good joke he literally rocks from side to side with laughter."

NOT FOR LOVE AND MONEY WOULD THEY LIVE IN AMERICA

A CERTAIN RICH MAN IN AMERICA, who wished to marry an English wife, and was willing to provide her with a luxurious home and an income of $15,000 a year, came to notice in the press both in England and in the United States partly because his offer was made at Islington Chapel by the Rev. Joseph Shepherd, but chiefly because no woman present at the service was willing even to listen to the supposedly inviting offer. The American, we are told, "did not mind if the bloom of youth had left her cheeks," for "any respectable woman, even tho she might perhaps be approaching middle-age, who was willing to go to his country, might make a suitable partner." According to Mr. Shepherd's recital, in the large audience he addrest, there were young women, the middle-aged, the old, the rich, and the poor, and many of the poor "know what it is to want for food," but their resolve seemed to be that "they would sooner be poor in Islington than a millionaire's wife in America." A contributor to the London *New Statesman*, who signs himself "Y. Y.," believes he understands the feeling of the women of Islington, who, he maintains, even if they had no objection to marrying a millionaire, could not endure the thought of living in America, and this writer, evidently a man, goes on to say:

> "This must be put down to anti-American bias. The women of Islington and I respect Americans. We are glad they won the Battle of Saratoga. We imitate George Washington in our speech, and quote Abraham Lincoln in our speeches. We like the Americans we know, and our only grievance against the Americans we don't know is that we owe them money. But, somehow, when we think of Hampstead and of Islington, it is difficult to believe that places as good exist in any other continent. Who would willingly exchange the quiet of these old-world streets for the bustle and roar of American cities, with bootleggers firing machine-guns at each other during daylight hours? Who would abandon the easy-going way of life of the island races for the frenzied rush for money that is characteristic of America? Who would resign the security of an English public-house for the perilous round of the New York 'speak-easies'? Who would give up cricket for baseball? Who would voluntarily settle in a country in which the birds are different from the birds one knows and the birds' names are even more different than the birds?
>
> "And then the weather! There is one glorious thing about the English weather: it is never too cold—(except this year)—never too wet—(except last year)—and never too hot—(except the year before). If there are gray skies, we don't mind gray skies: we know that they can not last beyond the end of the summer. This, indeed, is the perfect climate. As for the American weather, on the other hand, we never see a reference to it in the papers that does not tell us of tornadoes, cyclones, floods that overwhelm towns, heat-waves in which millionaires (and, no doubt, their wives) perish, and worse than Arctic frosts. In America, as the cinema-goer knows, everything is sensational, but nothing in America is more sensational than the weather. That alone, I think, is sufficient to explain the reluctance of the women of Islington to become millionairesses."



WHAT GERMAN WORKERS COMPLAIN ABOUT

"The German working man is the best and most industrious in the world—and that's why he gets practically nothing for his toil."

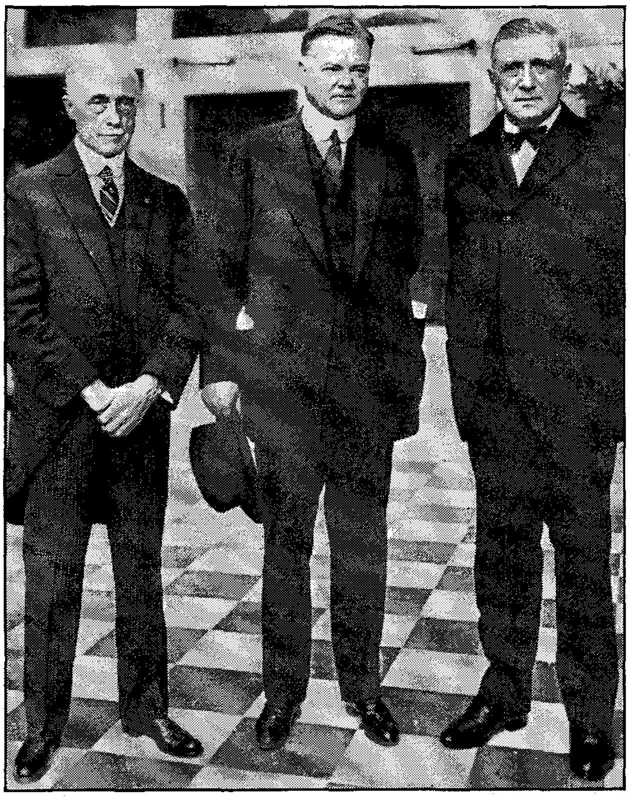
—*Der Wahre Jacob* (Berlin).

Had it been an Italian rich man who invited the Islington women to marriage, the answer might have been different, according to this British observer, who rather thinks, however, that many of the women would have shrunk from leaving Islington for Italy forever. Better, it seems, to an Islington woman, is the smoke of Islington than the sunshine of Italy, and this writer continues:

> "I share her feelings in this respect. If I am settled in one spot, I do not like to go and live among strangers. In London, since I live north of the river, I should not like to live south of the river. Living in Hampstead, I should not like to be transplanted even as far as Highgate. There are very few parts of the world in which I could imagine myself being as happy as where I am. There is one, but I am not sure where it is. Certainly it is in no distant country. Were I starving, or near it, I should, no doubt, be willing to go to China or the South Seas for even a small sum of money. But, while I can make ends almost meet, I should not go and live among strangers tho my salary were trebled. That is why I am convinced that it is true that it is better to be poor in Islington than a millionaire's wife in America. But only for an Islington woman. If you are an American woman, it is better to be a millionaire's wife in America than poor in Islington. That is one of the mysteries of patriotism."

LOCATING "RAIL-CANCER"

THIS STRIKING TERM is applied by Elmer A. Sperry, of gyro-compass fame, to the invisible fissures in steel rails that have caused so many railroad accidents. Mr. Sperry has now developed an electrical method to detect these flaws and mark them so that the "cancerous" rails can be removed. The work is done by machinery on a detector car that moves over the track at the rate of five miles an hour. The device is described in an article contributed to *Packing and Shipping* (New York), by G. L. Jones, engineer of the Sperry Gyroscope Company. Writes Mr. Jones:



Keystone View Company photograph

THREE MAGICIANS OF MODERN INDUSTRY

Mr. Sperry, who locates hidden fissures inside steel rails, is seen here with President Hoover and Mr. Charles M. Schwab.

"The transverse fissure or internal fracture of railroad rails in track is referred to by Mr. Sperry, in his inimitable manner, as 'Rail-Cancer.' This medical term, applied to a metallurgical failure, at once visualizes the insidious growth of the transverse fissure and its deadly menace once grown. An apparently perfect rail may be but a shell around a fissure as big as a silver dollar.

"Since the wreck at Manchester, New York, in 1911, when twenty-nine persons were killed and sixty-two injured, due to fissures causing a rail failure, the subject of transverse fissure has steadily grown as one of the problems in railroading. The seriousness and magnitude of this problem can be judged from the fact that there were 5,500 rails broken in service last year due to fissures.

"The Bureau of Standards, the railroads, steel mills and individual scientists have been working on the problem of locating the transverse fissure in track since 1911, without satisfactory results. Elmer A. Sperry had patented a method of locating fissures in 1923, but never perfected it. In January, 1927, the American Railway Association came to him with the request that he develop his method of locating and determining the size of fissures in track.

"Rails suspected of having fissures were shipped into the laboratory. By April, 1927, H. C. Drake, the engineer in charge, had the apparatus in such shape that it actually located eleven fissures in a fifteen-foot piece of rail. It seems stranger than fiction, on breaking the perfectly good-looking rail, to find a 100 per cent. score.

"It was decided to design and build a car to search both rails as it passed down the track. This car was put on the railroads for field development in December, 1927. When it passed the official acceptance test in October, 1928, it was possible for the car to pass down the track at from five to eight miles per hour. locating transverse fissures by automatically marking them exactly with a squirt of white paint on the rail and also by a pen mark on a paper record."

The method of detection, we are told by Mr. Jones, is entirely electrical. A heavy current is passed through the rail from one set of copper brushes to another. A low voltage generator, driven by a gasoline-engine, supplies this current. A detecting device is located midway between the current brushes—likewise the paint-spray gun. He goes on:

"When passing over a fissure hidden in the rail-head there is an unbalancing in the detector circuit causing an infinitesimal amount of current to flow through a vacuum tube amplifier. The input is stept up 250,000 times and passed to a series of relays which operate the recording pens and the paint spray. The car is so arranged that the operator, when seated at the recording table, faces the rear, and has a clear view of both rails as well as the meters and record.

"Now that Mr. Sperry, by some sort of scientific 'black magic,' has made it possible for the flaw concealed in the rail-head to 'reach out' as the little detector car passes over it and operate pens, paint sprays, and even say how large it is, much theory on the subject of fissures will be reduced to fact, or eliminated. This subject was under discussion at our plant by the chief metallurgist and engineer of maintenance of way of one of the great railroads. The metallurgist was waxing eloquent over the possibilities of studying the growth by going back and measuring the size periodically of some fissure located in main-line service. The maintenance man cut in abruptly to say that it would be no use to come back to measure the fissure, since the rail would be removed at once—so ended the discussion."

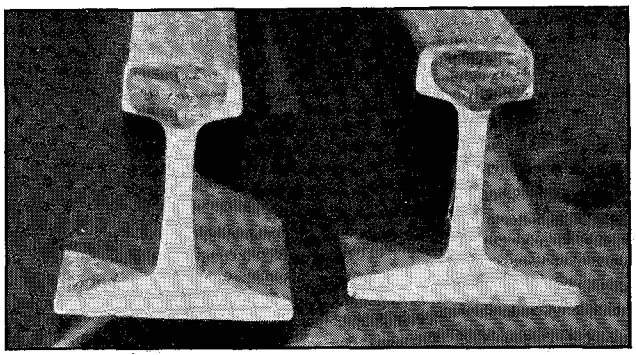
That this method of fissure-detection is valuable in the prevention of accidents and loss of life is obvious. But in addition to its usefulness in averting tragedies, it has commercial possibilities; and it is not surprizing to find that these are being developed by the Sperry Corporation. As we quote further, we learn:

"While hailed by a report of the Interstate Commerce Commission as the greatest advance in the safety of railroading in the last sixteen years, the Sperry fissure detector has distinct economic advantages. The practise of the great railways carrying heavy traffic has been to eliminate from main-line track a whole heat of rails, if three rails of that heat had broken with fissures. One railroad removed approximately fifty heats in one year of about 100 rails each. The cost involved totaled nearly a quarter of a million dollars. Experience so far with the Sperry detector car shows more than 95 per cent. of these rails were perfect and could have been kept in track if there had been any means of pronouncing them perfect. Such a saving is worth while alone, without the added safety factors.

"The Sperry Corporation is now contracting for inspection of track at so much per mile. The detector car with the motor-car which hauls it are shipped on a flat car to the section to be tested. The two men in charge of the outfit live in quarters provided in the motor-car even during transit. On arrival at the desired spot, steel skids are put up and the cars run down, reminding one very much of the days when the circus came to town. The railroad crew of conductor, brakeman, and observer come on board and the test is on. One man drives under orders from the conductor while the other operates the detecting equipment.

"The driver has a button controlling a special landmark pen on the record, indicating the precise location of mile-posts, bridges, signals, highway crossings, telegraph poles, etc. As he presses the button he advises the operator over a telephone of the specific object passed, so that the detector-car operator may make the proper notation on the record. Two-way telephone communication is provided between the cars, and also suitable signaling devices. Headlights mounted at the rear illuminate the rails for night testing.

"A superequipment for testing rails at the rolling mills was installed this summer with good success. Now in answer to a demand from steel mills producing bar stock, Mr. Sperry is arranging apparatus for the production testing of such material. Equipment for searching locomotive tires, gear blanks, welds and car axles is also being perfected."



Illustrations by courtesy of *Packing and Shipping* (New York)

DISCOVERED

Here is a fissure that might have caused a wreck, detected by the Sperry device, and revealed when the rail is broken.

OUR WOBBLY EARTH

THE EARTH DOES NOT ROTATE STEADILY; it wobbles. Very, very slightly, but none the less truly; and thus passes the "illusion" of this globe's constancy. This fact, we are told by Charles Nordmann, writing in *Les Annales* (Paris), is brought out in the annual report of the French *Bureau des Longitudes*, in an article by Professor Andoyer of the chair of astronomy at the Sorbonne. Writes Mr. Nordmann in his review:

"Does the earth rotate? This has been thought to be definitely settled since the rehabilitation of Galileo by a successor of the pope who condemned him. But the theory of relativity has mixed all such things up again, and proved that old Tycho Brahé was right when he wrote:

"'Our observations are only of relative motion. We have no reason for affirming that any particular body is fixt. It is a question of convention—of point of view. It is allowable for us to take the standpoint of an observer on the sun, or of one on the earth. And since science leaves us free to choose our point of view, let us adopt that of the Holy Scriptures, and consider the earth as fixt.'

"On this last point we may differ with Tycho, for what relativity proves is that the point of view of the Copernicans and that of the Ptolemaians express the same fact in two different ways.

"It is not this problem that is examined by Andoyer in his memoir, but another aspect of the subject, namely, the question that the Berlin Academy, presided over by the Frenchman Maupertuis, asked in 1752:

"'Is the diurnal motion of the earth always at the same rate? How can we find out? And if its speed is unequal, what is the cause?'

"A prize offered by the Academy for the answer was won by a certain Father Frisi, of whose name there are no other traces in science. His competitor was Emmanuel Kant, who for the first time suggested that tidal friction retards the earth's rotation.

"The crest of the tidal wave always points toward the moon, whose attraction causes it. Now the earth turns from west to east, while the moon, relatively to this motion, moves from east to west. The tidal wave follows it and, consequently, should act as a brake on the rotating earth.

"This slowing up, if it exists, must be very gradual, since a century ago Laplace wrote in his 'Celestial Mechanics':

"'It is certain, then, that since Hipparchus, the length of the day has not varied by a hundredth of a second. If it should alter, we should know it at once by the motion of the moon, so that lunar observations, so useful in other ways, acquire new importance from this consideration.'

"Now if we regard the sidereal day as constant, that is to say, the earth's rotation with reference to the stars, we find in the observed motion of the moon as compared with that calculated from theory, divers irregularities. There is especially a slight abnormal acceleration of the moon's motion. By elimination of various possible explanations it has been concluded that the sole acceptable one is that the duration of the terrestrial rotation has lessened. The moon does not really move quicker; it is our unit of time that has grown larger; it is our clocks, regulated by the sidereal day, by the apparent motion of the stars (that is, by the earth's rotation), that are slowing up little by little—oh! so very little!

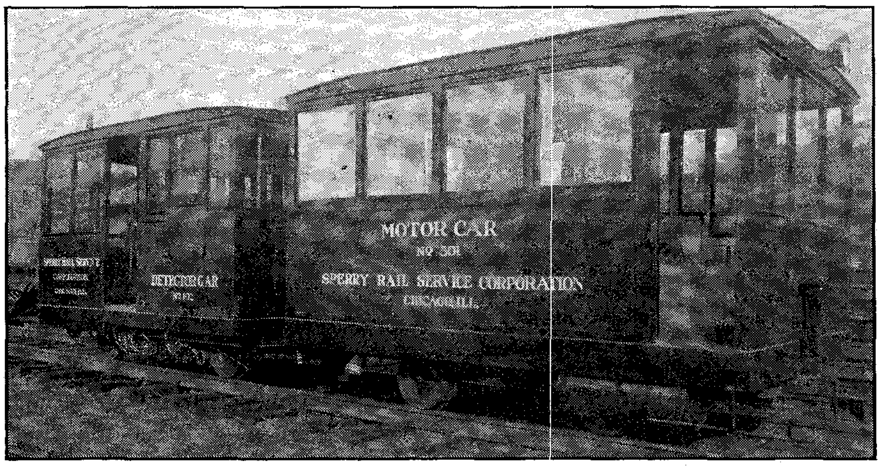
"Now there is no doubt that the cause of this progressive slowing up of the earth's rotation is due to the friction of the ocean tides, and perhaps also to that of tides in the more or less fluid mass of the earth's interior. Calculations made by the best authorities on tides prove that this friction is ample to account for the facts.

"But besides its continual acceleration, there has long been observed a large periodic inequality in the moon's motion, in which it first speeds up and then slows down, the length of the period being about 260 years. Besides this, recent observations show rather sudden and sometimes important alterations of the moon's apparent motion, in both directions.

"By the elimination of all explanations that lead to absurdities or contradictions, the conclusion has been reached that these fluctuations of the moon's motion are only apparent, and due to similar fluctuations, but in the opposite directions, of the earth's rotary movement.

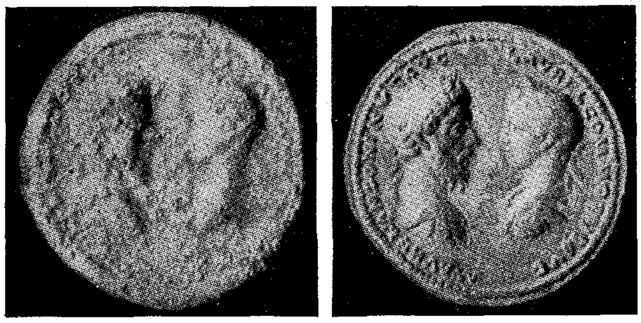
"What can possibly produce these variations in the earth's motion, revealed to us by the moon? We are reduced to hypotheses. Mr. Andoyer calculates that the following is the most plausible. The inequalities are due to expansion and contraction of the earth's crust, while its core remains invariable. The observed phenomena would be produced by movements of about ten feet. The diameter of the earth is so great that such a vertical displacement of the surface would create no danger of rupture.

"However this may be, the fact remains certain—or nearly so—that our earth turns over very irregularly and that its rotation is not, as used to be thought, a symbol of constancy. Another illusion gone!"



THE CARS THAT CARRY THE DETECTING EQUIPMENT

The device is so perfect that it tags the hidden fissure with a squirt of white paint, marks the location on a chart with pen and ink, and tells whether the defect is big or little.



MEDAL OF DIOCLETIAN'S REIGN
Before and after treatment

CURING "SICK" ANTIQUES

IT IS NOT GENERALLY KNOWN, says Corrado Alvaro, an Italian writer, that periods of meteorological disturbance have an alarmingly, and in many cases incurably, damaging effect upon antiques, particularly metal ones. Many a board of museum directors know this, and their reports agree with occurrences discovered in the "Royal Office of Restoration" in Rome. This peculiarity of metals in the museums, their likelihood to "sicken" and to decay, is of such unsuspected consequence that it is well worth while making the acquaintance of a man who has made it his task to "cure" such metals. The following version is from the Italian article translated into German by Mimi Zoff for *Reclam's Universum* (Leipzic):

"He is called Francesco Rocchi, and lives on the Palatine in the third story of a monastery near the romantic Villa Mills, which has been in process of being razed for some time. He is a middle-sized man, about forty years old.

"As one of the last representatives of Italian art handicraft, the thought came to him to aid the lesser arts, which are being supplanted by mass production—the old methods of working metals, bone, amber, and wood, the arts of soldering and chiseling copper, hammering gold, polishing and turning, glass-painting, engraving, and stamping, the secret of which originated in Italy, and of which no trace can be found at the present time."

While he was busy with these things, it seems, he stumbled upon the sad problem of modern archeology: the diseases of antique materials. They crumble and decompose, the faces of the gods fade, and the evidences of ancient life, wrested from time, threaten to die a final death. So he founded for these thousand-year-old patients a clinic, without aids or assistants. For the State alone, we learn, he has already restored 5,011 antiques, and hundreds of objects from all the museums of Italy are still under his care. If one day he should collapse in his gas chamber, there would not even be a servant to aid him. America has made him a proposition, but he has refused it. "I want to work for Italy," he says. He is a State official. Mr. Alvaro continues:

"He led me into a room. 'Just see what was sent to me!' He opened a box, an ordinary shoe-box, and took out a layer of cotton. What a sweet face! It is the death-mask of a woman. It was found in Bolsena, and dates from the fourth century B. C. 'Do not touch it, it may crumble like an egg-shell!' The bronze from which it was cast has become fragile as clay. The small face is covered with red spots and little green lumps around the mouth, around the hollow eyes, and on the head with its faint, hardly perceptible hair. The nose has sunk at its root like a crater. The chin and lower lip that had become separated were joined again by cautious hands. 'This is the cancer,' he said, and laid his little finger upon the forehead, where a green pustule has corroded the bronze. 'We shall cure it. It will once more be as beautiful as before.' He pokes in the cotton and extracts the glass splinters that once upon a time had formed the eyes of the woman.

"He draws my attention to the charming arrangement of the hair. 'This lock on the forehead, which now is covered with little green knots, will become brilliant as a ray of light.' When one takes in one's hand this mask of a beauty that lived 2,500 years ago, one feels how light the metal has become. The mineral has decayed; a vegetable realm grows now upon it.

"'Look at this Cyprian Venus!' The charming goddess, not taller than four inches, is delicate, nude, innocent. She holds a dove and a vessel in her hands. The cancer eats a deep sore into her breast. She is over 3,000 years old. A triangular hair-braid still plays upon her shoulder. Like a toy she stands before us on the table. In fifty days from now there will be no other trace of her 3,000 years to be found upon her than a small scar in the center of her breast.

"The satisfaction of passing one's hand over these antiques is new and exciting.

"Now we have before us the sixty golden lions of the Etruscan breast-plate of the Barberini. Even before the foundation of Rome, it adorned Etruscan chieftains, and to-day it is barely touched by a slight virus that makes its appearance in a whitish tetter. Newly rejuvenated, it has come forth from the treatment, and the disease has been banished forevermore.

"Rocchi has founded a clinic for these patients. He has fifty-six various methods of curing them. Bronze alone boasts of fourteen different diseases with many variations. And Rocchi was the first and only one to discover that each of these diseases calls for a special method of healing. Iron, bone, wood, marble, amber, silver, gold, have their particular parasites. Rocchi's method is based upon the doctrine that there exist no boundaries between the natural kingdoms. He treats matter, in fact, as one would treat an individual. He considers antiques as organisms that possess their own energies and sources of strength, the same as man.

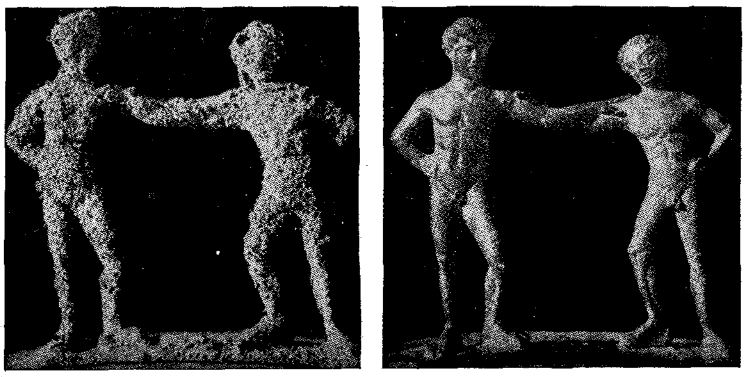
"The various implements that have transformed the matter—the burin, the drawing-plate, the hammer, the chisel—have transformed it into a galvanic pile that has the capacity of creating its own energies.

"The fettered substances, in the course of centuries, have had to endure periods of stabilization, decay, and struggle that finally ended in their dissolution. It is not only man who grows weary and wishes to turn into dust, but metallic objects, too, want to return to unshaped matter.

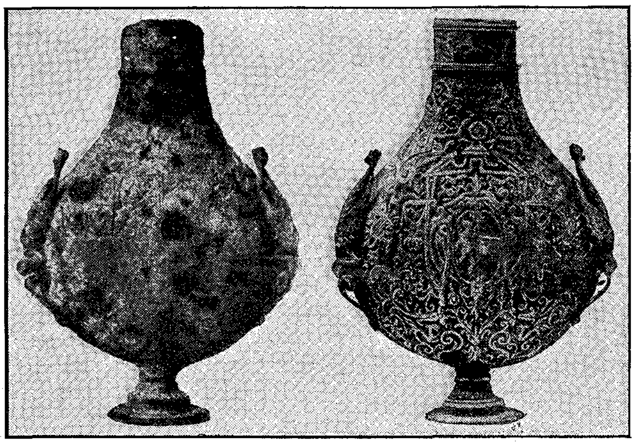
"After the scholar had fought his way through to this difficult perception, he established a healing system; he helped the diseased organic bodies to rebuild themselves through their own efforts. He refuses exterior tools and the foreign medicaments that others have used to combat the diseases of antiques; for they would supply the bodies with fresh virus instead of removing it. After having made his diagnosis, Rocchi treats the antiques with apparatus worked by the same chemical and electrical energies that are contained in the antiques themselves. And this influence emanates from electrical forces that are nourished by the very salts that he strives to annihilate. A process takes place in them in direct opposition to the preceding process of decay, as so frequently happens in the treatment of human organisms.

"The metal regains its consistency, the decaying elements are reunited, the fragile antique regains its original stiffness, the marks of the chisel reappear, and the former patina and polish are slowly restored.

"It affects one deeply to see those almost completely faded carvings take form and shape once more. A Mycenæan sword-belt returns to its antique beauty; a child's chain with all its magic charm emerges clearer and clearer. The setting of an Etruscan ring is resplendent with marks, the uncovering of which we follow with palpitation of the heart. Upon a wreath of gold



ENCRUSTED STATUETTE, CLEANED AND CURED



SIXTEENTH-CENTURY VASE—"SICK" AND "WELL"

and silver appear myrtle blossoms. And here is a naked Roman child holding a dove in its hand. The little legs of the bird have come forth quite plainly.

"All this magic life returns to its relieved existence, free and happy, and leaves its poisons with the pale-faced man who, through the holes of his gas-mask, watches the charming things uncover themselves."

THE DANGERS OF FASTING

LIKE OTHER CURATIVE MEASURES, fasting should be indulged in only under medical advice, and with due regard to its ascertained effects. That indiscriminate fasting has its dangers is pointed out by an editorial writer in *The Journal of the American Medical Association.* He says:

"The deleterious effects of persistent overeating have long been recognized, but reliable evidence on the value or danger of periodic deprivation of food is not so easily found. As frequently happens, the proponents of fasting have at various times acquired a considerable following, partly because of their personality, but also undoubtedly because of the novelty of the procedure and the fact that it is simple and inexpensive. According to the advocates of the scheme, any disease, known or unknown, will be helped by fasting, with the possible exception of tuberculosis. It has been argued that this procedure rids the body of accumulated poisons, which result from excess nutriment and which clog the organs and blood-vessels.

"It is well known that the bones of rachitic rats show healing if the animals are deprived of food. It has also been shown that during the first twenty-four to thirty-six hours of the fasting period there occurs a marked increase in the inorganic phosphate of the blood. Wilder presents strong evidence that the breakdown of the muscle tissue in the course of the fast provides phosphate which induces the healing of the bone. These studies emphasize the possible dangers of therapeutic fasting without a previous consideration of the many factors concerned in the condition being 'treated.'

"The attitude with regard to the functions of food has changed. Its value for producing energy and for building new and repairing old tissue is still recognized, but it is now appreciated that in natural foods there exist substances exerting wide-spread influence on the organism and taking intimate part in the fundamental metabolism of the cells. The vitamins fall in this category. Moreover, the use of food constituents in elaborating essential endrocine secretions can not be overlooked. With these facts in mind, and on purely theoretical grounds, it seems logical to expect that complete fasting, even for relatively short periods, might result in structural and functional changes, gradual and insidious in their onset, but far-reaching in their influence.

"The appalling effects observed in the Central Empires of Europe during the World War serve to emphasize the dangers of fasting from another point of view. Bodily activity was curtailed and the entire mental outlook was altered. The physiologic effects of this wholesale undernutrition have exerted an inestimably deleterious influence on the lives of the peoples concerned and have, in turn, played a part in the trend of national affairs in the period of reconstruction. In pointing out the hazards of inanition, it might be mentioned that it is a sad commentary on man's intelligence that the circumstances surrounding this dangerous proceeding are largely of his own making."

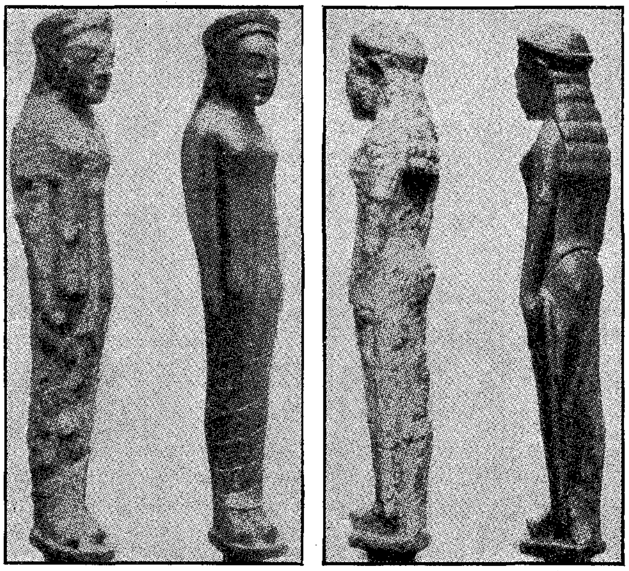
In another issue, *The Journal* discusses editorially a recent address by Dr. Edmund Spriggs before the London Medical Society, in which he reviews the history of fasting as a therapy in earlier times, the modern indications for fasting in disease, and the dangers involved. We read:

"The physical, chemical, and mental changes involved in prolonged starvation have been subjected to excellent studies both on man and on animals in recent years. Organs lose weight, not uniformly, and some, such as the heart and brain, lose at a much slower rate than organs such as the pancreas, liver, and spleen, and the skeletal muscles. The basal metabolic rate and the blood-pressure are gradually lowered during a prolonged fast.

"Complete starvation, particularly in an obese person, leads to a mild degree of acidosis. The changes in the blood during starvation are not great. There is a tendency to a slight increase of the non-protein nitrogen and slight but not consistent or persistent decrease in the blood sugar. A healthy, well-nourished man may fast for from thirty to forty days without demonstrable permanent injury, and dogs may fast without apparent injury for a much longer time. All this, of course, is under conditions when the individual receives a liberal allowance of water. After the rapid loss of weight during the first few days of fasting, an adult person on complete starvation may lose weight at the rate of about half a pound a day when no excessive physical work is being done. Despite the complete absence of food in the alimentary canal for from thirty to forty or more days, the alimentary canal still harbors at the end the flora common for this organ. Fasting for the purpose of sterilization of the alimentary canal is a failure. Complete starvation is not painful. Dr. Sprigg refers to the war-time undernutrition experience of Central Europe. At no time, of course, was there complete starvation in Germany or Austria. There was rather prolonged undernutrition, accompanied by unusual mental stress and anxiety.

"Under this restricted food intake in Central Europe, cases of diabetes, gout, and obesity were greatly improved or decreased in number, while nervous disorders increased, as did tuberculosis and anemia. Chronic diarrheas and digestive disorders were increased, but this may have been due to the abnormal character of the available food.

"Dr. Spriggs concludes that complete fasting is beneficial in appendicitis, peritonitis, and ulcers, largely on the basis of the rest of the digestive organs afforded by the absence of food. Short complete fasts of from two to three days are said to be valuable in a number of other diseases, such as pneumonia, severe fevers, acute nephritis, local infections, rheumatism, rickets, and the vomiting of pregnancy. A number of physicians have reported diminution in the number and intensity of epileptic attacks during fasting. This appears to be due to the acidosis accompanying the fast. On the resumption of a normal diet the condition of the patient returns to the original state."



ETRUSCAN BRONZES RESTORED TO HEALTH

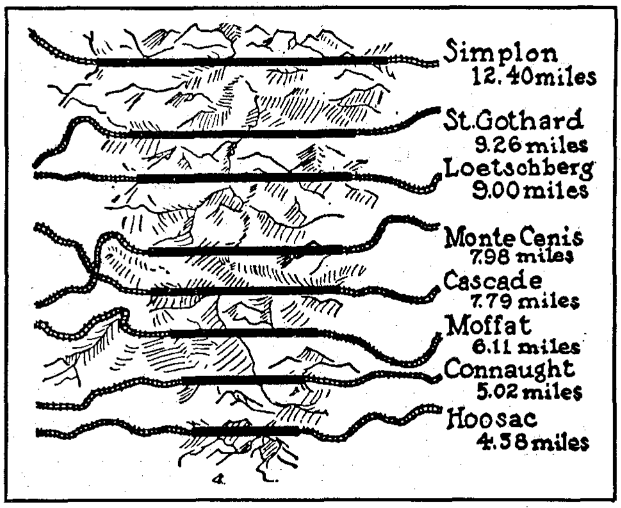
THE WORLD'S GREAT TUNNELS

A BRIEF COMPARISON of these appears in *Current Science* (Columbus, Ohio). We are first reminded that the Western Hemisphere's longest tunnel was put into service a few weeks ago with great ceremony, including a radio broadcast of the ringing bell of the locomotive that pulled the first train under the mountain. The writer goes on:

"The Cascade Range is pierced by the line of the Great Northern Railroad between Wenatchee and Skykomish, Washington, through a bore (old Anglo-Saxon for 'an augur') that is 7.79 miles from end to end.

"Three years, and fourteen million dollars, were required to burrow through the solid rock for this distance. What justifies this expenditure of so much time and money? It is to save time and money in the end—the purpose of practically all investments in improved equipment for our industries. An hour's running time for passenger trains, and three hours for freights, is saved; the line is nine miles shorter; the highest point is five hundred feet lower; curves equaling ten complete circles are eliminated; eight miles of snow-sheds are made unnecessary. Huge electric locomotives hum along where several steam engines struggled through the snow and the cold.

"The mighty Alps, separating Italy from Switzerland and France, are pierced by four tunnels longer than any in the New World. The Mont Cenis Tunnel, the oldest, begun in 1857, when rock was dug mostly by hand, is 998 feet longer than the Cascade Tunnel. The Loetschberg Tunnel is 9 miles long; the St. Gothard Tunnel, 9.26 miles; the world's greatest bore is the Simplon Tunnel, 12.40 miles from portal to portal. What an underground ride that is indeed!



"The Cascade Tunnel—fifth in the world—has several close competitors on this continent. Sixth in world rank is the Moffat Tunnel of the Denver and Salt Lake City Railroad, which extends 6.11 miles beneath the Colorado Rockies, not many miles west of Denver. Seventh comes the Connaught Tunnel of the Canadian Pacific—5.02 miles—in the Selkirk Range. Eighth in the world, but until 1916 the longest in America, was the Hoosac Tunnel of the Boston and Maine Railroad, in western Massachusetts, piercing the Berkshires with a hole 4.38 miles long.

"Do you know two towns in your region that are approximately twelve and one-half miles apart? Imagine the Simplon Tunnel extending between them.

"The next time you are riding through the open country in an automobile, take particular note of how long it takes to go 7.8 miles and 12.4 miles—the respective lengths of the longest tunnels in the New World and the Old World."

COWARDICE A DISEASE—Everybody is naturally brave. Cowards are sick persons, not normal human beings. So suggested the British psychoanalyst, Dr. Ernest Jones, before a recent meeting, in London, of the British Psychological Society. Says Dr. E. E. Free's *Week's Science* (New York):

"Psychoanalysts have learned to recognize, the speaker said, certain bodily symptoms which accompany what are called the 'anxiety states' of the mind. Digestive disturbances and abnormal sweating are examples. Together with these bodily disorders the patient suffers a mental condition in which fear is entirely out of proportion to its cause; like the elephant's supposed fear of a mouse. In extreme instances, Dr. Jones said, he finds these bodily and mental disturbances passing over gradually into the well-recognized mental disorder in which such general and indefinite fears become concentrated into a single, highly abnormal one. People who believe themselves to be cowards, even those who actually have proved cowardly in some emergency, may be merely the victims, he believes, of morbid anxiety states, often curable by psychoanalysis or other treatment at the hands of an expert physician."

AIRPLANES FOR PRIVATE OWNERS

THE PRIVATELY OWNED AIRPLANE is now quite within the reach of the average business man, declares Leo A. Kieran, writing in the New York *Times*. The cost per mile compares favorably with railroad fares, and the wealthy who own yachts will find an eight-place-cabin monoplane no more costly a pleasure craft. Mr. Kieran tells us that the slogan "Any one can fly" has become a favorite with manufacturers of small aircraft in the past two years. This statement, he says, they support with data on the maintenance cost of light airplanes, which compare favorably with that of keeping an automobile and chauffeur in New York or some other large city. He goes on:

"With present-day equipment it is possible to own a light plane and to fly it for pleasure at about the same cost per mile as its passengers can travel by train, aviation authorities hold.

"Motor operation and depreciation are the largest items in the flyer's budget, but are constantly being reduced. The most common American light airplane engine is said by its users to have a depreciation cost of $3 an hour, and uses about six gallons of gasoline each hour of full flight. Fuel cost is therefore in the vicinity of $2. An added expense of fifty cents an hour for high-grade oil brings the total cost for power to $5.50 an hour.

"This provides some seventy or seventy-five miles of transportation and is less than the fare for two persons for the same distance by rail. Of course, the original cost and storage of the plane have not yet been counted. Storage for light planes, even at crowded airports, can be had at about $30 a month, which is less than good garages charge for keeping automobiles in service. The original cost of the plane the owner is forced to regard as an investment. Its maintenance is of minor cost, barring accident, and the plane will outlast several engines.

"Minor accidents from rough handlings, sudden wind squalls, occasional lapses of air-consciousness on the part of the pilot, or other causes take a slight toll from the average private flyer. One owner who has kept a detailed account of his expenses in flying with an engine of eighty-five horse-power says his total expense for repair and maintenance has been less than three cents a mile over a period of three months. This same owner, who is a pilot of limited experience, and makes no claims to excel in any form of flying, has become an enthusiast, and says that his plane has saved him many hundred dollars' worth of time.

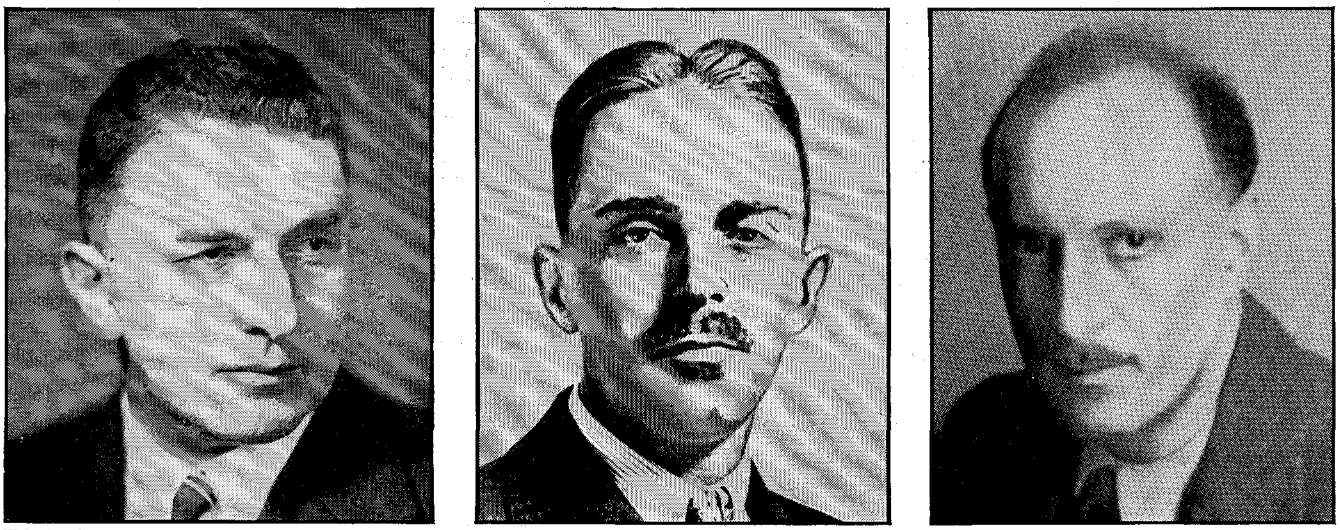
"In the cabin type, comfort and room are attained at the expense of the other advantages of the airplane. They cost slightly more, depreciation and upkeep on the fuselage are higher and visibility is cut down, as the passengers can not look over the side or behind. The excellence of such planes in cold places, however, is self-evident, and many owners prefer this type, particularly those who use their planes for rapid transportation and entertainment. With the cabin plane, one can step in and out as one would use a limousine, without discomfort and without taking special precautions against catching cold or sacrificing any of the niceties. It is the ideal type for women.

"The six and eight-place cabin monoplane also is kept now by private owners. This type is rather expensive to maintain, and while it carries a full load as cheaply as lighter ships, in the long run it is in the class of the yacht rather than the motor-car so far as original cost and upkeep are concerned. Storage is considerably higher, depreciation greater, and gasoline consumption more than double that of the small plane.

"From the experience of the private owners, flying is now well within reach of the average business man, and his expenses will vary with his taste in aircraft and the intensity with which he follows flying. Owners who really use their ships enough to equalize the overhead cost of storage and depreciation maintain that they travel as cheaply as they ever have done in motor-cars, but to date there is no air rival for the light automobile. Manufacturers are said to be working on such planes, but many obstacles remain to be overcome."

LETTERS AND ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE



Wide World

Wide World

PULITZER PRIZE-WINNERS IN JOURNALISM

Louis Isaac Jaffé (left), of the Norfolk *Virginian-Pilot*, wins a prize of $500 for his editorial against lynching. Paul Y. Anderson (center), of the St. Louis *Post-Dispatch*, is awarded $1,000 "for the best example of reporter's work," during 1928, for revealing a situation in connection with the naval oil leases. Paul Scott Mowrer (right), of the Chicago *Daily News*, is the first foreign correspondent to win a Pulitzer prize.

CHANGING TASTE REFLECTED BY THE PULITZER PRIZES

CHANGING VALUES IN DRAMA and letters are reflected in the recently announced Pulitzer prize awards. This fact is emphasized by the New York *Sun*, in an article pointing out that the advisory board of the Pulitzer School of Journalism, which makes the annual awards, has taken advantage of the provision in the will of the late Joseph Pulitzer empowering this jury "to suspend or change any subject, if such changes or substitutions shall be conducive to the public good. . . ." The original conditions, notes *The Sun*, provided a prize of $1,000 for the novel "which shall best present the wholesome atmosphere of American life and the highest standard of American manners and manhood." A similar prize was to be given to the original American play "which shall best present the educational value and power of the stage in raising the standard of good morals, good taste, and good manners." In awarding this year's prize to Mrs. Julia Peterkin for her novel, "Scarlet Sister Mary" (Bobbs, Merrill), the announcement sent out by Columbia University has changed "wholesome" to "whole" and has eliminated any further qualifications. In awarding the thousand-dollar prize to Elmer Rice for his play, "Street Scene," nothing is said concerning the playwright's achievement "in elevating morals, taste, or manners." The Norfolk *Virginian-Pilot* believes the Pulitzer jury is justified in "this disregard of the old tabus."

"America no longer follows the literary and dramatic traditions established in the age of Tarkington and Clyde Fitch. It was futile for the juries selected to award the Pulitzer prizes for literary excellence to continue to adhere to those traditions. It is a favorable augury to find that they are being discarded."

The amendments have been wisely made, in the opinion of the Hartford *Courant*, since they have freed the juries from conditions that might hinder them in the selection of works of the highest order, and enable them to fulfil the purpose of Mr. Pulitzer, if not literally, at least in spirit. The Connecticut daily points out:

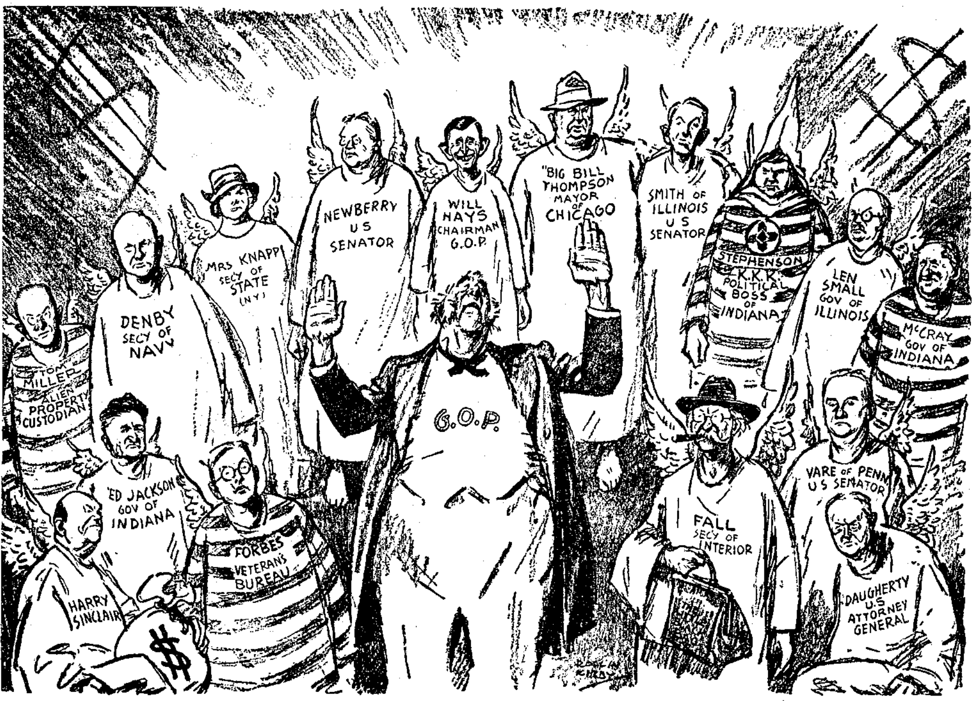
"The state of American letters is annually reflected with a high degree of accuracy in the awards of the Pulitzer prizes. If the works upon which they are sometimes bestowed seem scarcely to merit such distinction, the fault usually lies not with the juries but with the novels, plays, and poems that they are called upon to judge. The juries in the past have rarely failed to recognize exceptional merit. The lack of a masterpiece among their selections usually implies, not their inability to detect one, but the failure of the novelists, the playwrights, and the poets to supply them with masterpieces during the year. The juries are at the mercy of the writers. When the writers fail to produce exceptional work, the juries can not draw up a list of exceptional awards."

Considerable press criticism has been evoked by the choice of "Scarlet Sister Mary" as the outstanding novel of 1928, with its apparent nonchalance concerning such things as manners, taste, and morals. It is, however, the honesty and artistic integrity of the author in dealing with highly picturesque material that appeal to the Columbus *Ohio State Journal:*

"The story is the simple portrayal of the life of a community of descendants of former slaves, and is told with charm and sincerity. These people are primitive, superstitious, and unmoral, but, despite all this, good and attractive. Sister Mary, with her nine children all with different fathers, does not make vice alluring but appeals to the reader, rather, because of her real virtues of cheerfulness, good-heartedness, and self-reliance. The book, we have no doubt, gives a true picture of one phase of American life and is interesting and wholesome."

Concerning the choice of "Street Scene" as the most distinguished American play produced in New York in the 1928-1929 season, Mr. Clayton Hamilton, chairman of the jury making this decision, is quoted in an interview in the New York *Sun*, to the effect that "the committee had simply picked the play which in its opinion was the best of the Broadway season, feeling that the best play would fit most nearly the conditions set down by Mr. Pulitzer." Further, asserts Mr. Hamilton:

"You can't get up on the stage and cry about manners and


NEWBERRY U S SENATOR
WILL HAYS CHAIRMAN G.O.P.
"BIG BILL THOMPSON MAYOR OF CHICAGO
SMITH OF ILLINOIS U S SENATOR
MRS KNAPP SEC'Y OF STATE (N.Y.)
DENBY SEC'Y OF NAVY
TOM MILLER ALIEN PROPERTY CUSTODIAN
STEPHENSON K.K.K. POLITICAL BOSS OF INDIANA
LEN SMALL GOV OF ILLINOIS
McCRAY GOV OF INDIANA
G.O.P.
'ED JACKSON GOV OF INDIANA
FORBES VETERANS BUREAU
HARRY SINCLAIR
$
VARE OF PENN U S SENATOR
FALL SEC'Y OF INTERIOR
DAUGHERTY U.S. ATTORNEY GENERAL
ROLLIN KIRBY

"TAMMANY!"

—Kirby in the New York *World.*

First published in the New York *World* on September 24, 1928, this cartoon, inspired by the recent Presidential campaign, won a prize of $500 for Rollin Kirby "for the best cartoon published in any American paper during the year." This is the third Pulitzer prize awarded to Mr. Kirby.

morals to-day, and by doing so expect to raise the standards of the American people. Any good play is a moral play, and the only immoral play is a poor play."

The entire action of "Street Scene" passes in front of an old brownstone apartment-house in a typical New York street. All the families occupying the house are vividly contrasted and characterized. The drama of a wife's infidelity is carried to a tragic climax. But this tragedy is almost as swiftly obliterated by the immediate resumption of the daily habits of the inhabitants of the tenement. It has been announced that "Street Scene" will be used as the libretto of a new American opera to be composed by Deems Taylor.

Another change inaugurated by the advisory board this year has been the first award of a prize of $500 for the best example of newspaper correspondence during 1928, "the test being clearness and terseness of style, preference being given to fair, judicious, well-balanced, well-informed interpretative writing, which shall promote international understanding and appreciation." This prize was awarded to Paul Scott Mowrer, European correspondent of the Chicago *Daily News.*

The prize for the best editorial was awarded to Louis Isaac Jaffé for an editorial published in the Norfolk (Va.) *Virginian-Pilot.* Just before the opening of the Democratic Convention in Houston, Texas, last summer, a negro prisoner was dragged by eight white armed men from a hospital cot, where he lay with a bullet in his stomach, and hanged from a bridge just outside the city. Of this "act of savagery" Mr. Jaffé emphasized the immediate significance:

> "Houston, which is said not to have had a lynching in fifty years, is understandably stirred by this foul thing laid on its door-step just when it was most anxious to show itself to the world at its cleanest. The City Council made an immediate appropriation of $10,000 for an investigation to be carried out by a committee representative of both races. A grand jury has been ordered to drop all other business to conduct an immediate inquiry. The Governor has offered a reward for the capture of each participant in the lynching, and has sent a special detail of Texas Rangers to assist the Houston police in the hunt. Apparently, the spotlight that beats on Houston at this particular time has had something to do with the energy with which the authorities have acted. Ordinarily, Texas justice proceeds in these matters with considerably less dispatch and excitement, but this is no time to inquire too closely into motives. One of the proudest cities of Texas has been polluted by one of the foulest forms of mob murder, and it is a matter for general satisfaction that the authorities are moving so energetically to repair the damage to Texas's good name. If the perseverance of the authorities is in keeping with their initial burst of energy, one or more of the group that bravely did to death a crippled man lying on a hospital cot may see the inside of the Texas penitentiary.
>
> "The year that saw four months pass without a single lynching has now accumulated five of them. Five lynchings in six months represent a proportional reduction in savagery from last year's record of sixteen lynchings in twelve months, but the year is only half gone, and no one may be too confident. We have come a long way from the dark days of 1892, when America celebrated the four-hundredth anniversary of its discovery with 255 lynchings, but we have not yet arrived at that social abhorrence of this crime that must precede its practical extinction. When eight presumably decent and rational beings can gain the consent of their conscience to rob a hospital bed for the purpose of executing summary vengeance, and when, as was the case a few days ago in Louisiana, two negroes are torn from their guards and lynched because they were brothers of another negro who was accused of murder, it must be recognized that the rise and fall of the lynching curve is governed by racial passions that remain still to be brought under civilized control."

Itself awarded the gold medal for the most disinterested and meritorious public service rendered by an American newspaper during 1928, for its campaign to curb "ambulance-chasers," the New York *Evening World* recognizes that many of this year's prize-winners have been similarly honored in years past:

> "Among the recipients of the Pulitzer prizes this year appear the names of some that have been honored with these prizes before. Prof. F. A. Shannon, who receives the prize for history for his book on 'The Organization and Administration of the Union Army,' won the same prize in 1923. Burton J. Hendrick, who is given the prize in biography for 'The Training of an American: The Earlier Life and Letters of Walter H. Page,' won the prize in history some years ago with his book on 'The Victory at Sea.' Rollin Kirby, who receives the prize for the best cartoon, a satirical picture of Republican horror over Tammany, wins his third Pulitzer prize.
>
> "Others who are recognized are well known to the public. This is particularly true of Paul Y. Anderson of the St. Louis *Post-Dispatch,* who wins on his news articles on the disposition of the Liberty Bonds of the Continental Trading Company; Paul Scott Mowrer of the Chicago *Daily News,* for his interpretative articles from Europe; Elmer L. Rice for his play 'Street Scene'; and Julia Peterkin, whose 'Scarlet Sister Mary' is designated the best novel, and whose brilliant novels 'Green Thursday' and 'Black April' have placed her in the front rank of American writers. No one can be surprized that 'John Brown's Body,' by Stephen Vincent Benét, is voted the best poem of the year."

With these awards there will be no general dissatisfaction, comments *The Editor and Publisher* (New York). "Three of the prizes went to newspapers and newspaper men under the rule of Joseph Pulitzer's family, despite the offer of these proprietors to withdraw their papers and their employees from eligibility. It is natural, of course, that the newspapers brought to success by the founder of these prizes will hew closest to the lines he drew for the definition of journalistic merit."

A NEW BATTLE OF THE BOOKS

A NEW BATTLE OF THE BOOKS is raging. Headed by John Macrae, president of E. P. Dutton and Company, and reenforced by the cohorts of the American Booksellers Association, a group of publishers is storming the citadel of the so-called "book clubs," such as the Book-of-the-Month Club, The Literary Guild, and six similar organizations. The weapons are words, bulletins, statements to the press, accusations and counter-accusations. A libel suit for $200,000, brought by the Book-of-the-Month Club against Mr. Macrae, has been introduced as a sort of Big Bertha, perhaps to impress the gentle reader—who stands as "the small nation" in the present war, and whose "autonomy," apparently, every one wants to protect—with the gravity of the crisis. To choose or not to choose, to buy or not to buy, these are the questions put to the public. The aggressive forces ranged against the book clubs—which determine for thousands of American readers their monthly ration in reading—were gathered in Boston a few days ago at the twenty-ninth annual convention of the American Booksellers Association.

To render our analogy even more classical, it has been a woman who precipitated this war. The Book-of-the-Month Club had chosen Miss Joan Lowell's "The Cradle of the Deep" as the "best book" of the month. This book was supposed to be an authentic record of a young girl's life upon a sailing-vessel. Lincoln Colcord, in the New York *Evening Post*, and Percy Stone, shipping expert of the New York *Herald Tribune*, exposed its nautical inaccuracies, and the book was denounced as a hoax. It was a book, say the columnists, "that launched a thousand quips." Mr. Macrae utilized this choice as an example of the methods of the book-club committees in choosing the meretricious instead of the meritorious in current literature. This incident provoked a prolonged controversy between a group of publishers and the so-called book clubs, which crystallized in the passing of resolutions by the American Booksellers Association at the conclusion of their convention. These resolutions seek to emphasize the right and the duty of the common reader to make his own choice in reading. Here are the resolutions, somewhat abridged, as reported in the New York *Times:*

Courtesy of Doubleday, Doran

A PRIZE POET

Stephen Vincent Benét's long poem of the Civil War, "John Brown's Body," is chosen as the best volume of verse by an American author, for 1928.

"1. There is no 'best' book of the month. The word 'best' implies a selection from things that are comparable. There are hundreds of books published every month which are of general interest. . . . Even within these several fields there is no 'best' book. There are many superb books published in each month and in each field, each having its own intellectual or emotional appeal. The attempt to choose a 'best' book from this mass of varied excellence and interest is an absurdity. It is an intellectual sham.

"2. It is beyond the physical powers of any limited committee of six or seven professional writers to cover the whole field. Furthermore, with all due respect to such committees, it is beyond their intellectual qualifications.

"3. The self-styled 'clubs' and 'guilds' are commercial organizations, and are run for profit. They are not colleges, or universities, or national academies, or royal societies, or even meistersingers. The judgments of their paid committees, however honest the committeemen may endeavor to be, are expected to produce a commercial result.

"4. The books that are sold by these 'clubs' or 'guilds' receive an amount of concentrated and factitious advertising which is detrimental to the sale of scores of other books in the same field of an equal or superior order of merit."

The directors of the leading book clubs take vigorous exceptions to the attempt to exterminate them. As reported in *The Times*, a statement issued by Harold Guinzburg, president of the Literary Guild, replied to the retailers:

Courtesy of Bobbs Merrill Company

A SOUTHERN NOVELIST

Mrs. Julia Peterkin's "Scarlet Sister Mary" wins her the Pulitzer prize for the most representative novel of 1928.

"The book clubs are a legitimate, fair business enterprise, which are succeeding only because the public wishes them to succeed. If the public ever wishes to purchase books in another manner, it will do so. The charge that we are a combination in restraint of trade is absolutely false. If there were anything to that phase of their complaint, the booksellers long ago would have taken their case to court.

"As a matter of fact, book clubs have been functioning in Germany for ten years. In that period the number of book titles, the number of book stores and the amount of book sales have increased. It is a little too early, perhaps, to judge the results in this country, but, in my opinion, the clubs have created a new interest in books, have increased sales, and have exercised a wholesome influence upon the book publishing business.

"As for myself, I would welcome the formation of more book clubs, and that is my answer to the attack of the booksellers' convention, which, by the way, is nothing new. They attacked the low-priced reprint edition, the growth of circulating libraries —in fact, every development which forced them to better methods of merchandising and sale."

Following the passage of the resolutions against the book clubs, Harry Scherman, vice-president of the Book-of-the-Month Club, declares that these organizations are not attempting to standardize literary taste, but are improving taste. In a bulletin to the press, he insists:

"Here is an interesting fact which completely confounds all those critics who think that a 'mass taste' must be somehow a low taste: The best-liked book, among our subscribers, that we have sent out in the three years we have been in existence, is 'Kristin Lavransdatter,' the long Norwegian novel by Sigrid Undset, which won her the Nobel Prize, and which—it will probably be generally conceded—was also the best book our judges have chosen, so far as pure literary merit is concerned.

"This has always been true. Books like 'Giants in the Earth,' 'John Brown's Body,' 'The Time of Man'—and others that are clearly exceptional, which our judges have been able to find—have been the most successful with our subscribers. 'Tristram,' the long poem by Robinson, we understand, was the Literary Guild's best-liked book.

"In fact, after an experience of three years, we believe that book-club subscribers, in the large, are better critics of books than professional critics. They are certainly able always to put their finger on what is wrong with a book, and they are not so likely to be misled by esoteric enthusiasms as individual critics are.

"In other words, people who seem to have a low opinion of the taste of large masses of readers, forget that they themselves are individually part of the public. It is a fallacy many people unconsciously fall into. If they realized they too were part of the 'public,' they would not have such a low opinion of the 'public.'

"The quick rise of the book clubs has been due only to the fact that they are predicated on this faith in the soundness of the public taste; that the readers of this country want to read new books, more of them, and better books. The most conservative publishers will testify that our activities have greatly increased the habit of book reading, have raised the standard of best sellers, and have made it easier for publishers and book sellers to distribute their really worthy books than it has ever been."

CABRILLO AT SANTA BARBARA

BORN ABOARD AN AMERICAN VESSEL which was just entering the Golden Gate on its way from Honolulu to San Francisco, Dan Sayre Groesbeck, whose colorful canvas is reproduced on our cover this week, seems to have inherited, with this extraordinary circumstance, his love of the romance and adventure of the California coast. Despite many activities and adventures in other fields and other countries, he has inevitably returned to the coast he loves, and to the painting, in large decorative canvases, of the glamour and the adventure of its early explorers. Mr. Groesbeck began his career as a newspaper reporter, progressed into cartooning, and eventually became a magazine and book illustrator. Circumstances threw him into the midst of the Russian Revolution; he suffered with the Kolchak forces in Siberia; he spent a winter on the frozen shores of Lake Baikal; he operated a theater on the Siberian coast for the Allied troops of occupation. Finally, after many vicissitudes, he returned to California. W. Le Roy Broun, of Santa Barbara, recounts his subsequent career:

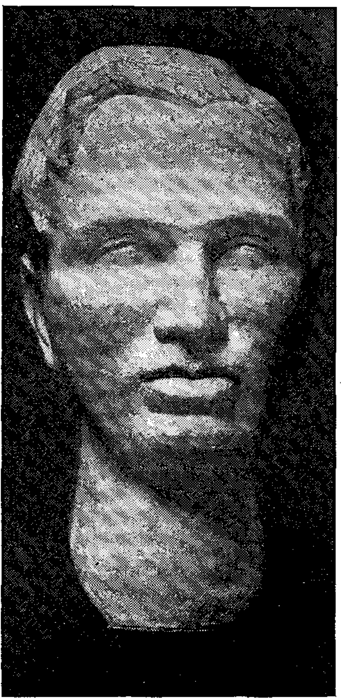
"On his return to California, Groesbeck devoted himself seriously to painting—principally military pictures and scenes of Russian and Korean peasant life with which he had become familiar during his campaign.

"His work is now confined largely to mural decoration and large historical paintings, in which visiting Englishmen find much to remind them of their own Brangwyn. Among other things, he has found time in the past few years to go into etching, and his bold dry-points of Russia and the Orient have gained him a place among the foremost etchers."

To a painter of the vigor and the background of Dan Sayre Groesbeck, the character of the Portuguese explorer has naturally made an irresistible appeal. As Mr. Broun has explained:

"History relates that in 1542 Santa Barbara became known for its scenic beauty, for in that year Juan Rodriguez Cabrillo, sailing from Puerto de Navidad with two ships, discovered the Channel Islands 'and the mainland, where a lovely valley nestling in a natural amphitheater of hills met the vision.' So enchanting did it prove to the beauty-loving Dons that they thereupon claimed California as their own and held it as a Spanish possession for nearly 300 years.

"Many bold navigators of the sixteenth century, including the redoubtable Sir Francis Drake, visited these shores, and on St. Barbara's Day, December 4, 1602, Sebastian Vizcaino, heading an expedition for Philip III of Spain, entered the channel roadstead. So it happened that Saint Barbara, patron of mariners and architects, lent her name to the channel and the mission."



A PRIZE PLAYWRIGHT

Elmer Rice, the author of "Street Scene," as portrayed in a bust by Sonia Gordon Brown.

OUR FILMS NOT CORRUPTING THE EAST

FOR YEARS AMERICAN MOTION-PICTURES exhibited in the Far East have been the object of a running fire of criticism. Assailed not only as a menace to the morale of the yellow races and the primitive folk who flocked to them, but also denounced to the marveling East, they exposed a white man's world "composed of crooks and half-wits, morons and sharpers—a crude, immature, childish world"—to follow the words of the brilliant young Englishman, Aldous Huxley, reported in these columns in 1926, in a protest against the showing of American-made films in the Orient. "Inartistic and vulgar, harmful to the white woman's reputation," had asserted J. M. Symms, director of public instruction in Burma, in a condemnation of Hollywood experts in a report widely circulated throughout India. So the Government of India organized a committee to report on this menace, seeking reports from all provinces. Mrs. V. G. Coulson, of the Bengal Presidency Council of Women, advised the elimination of the "sexual plays which were much more objectionable in the East than in the West, due to the Indian outlook of demonstrativeness."

But now, and after intensive investigation, American films in the Orient are finally being vindicated. A committee that, at the behest of the Government of India, toured all over that country making inquiries into the effect that movies had upon the Indian people, has come to the decision that "Western films," as photoplays of Hollywood manufacture are called, are not harmful, as certain British critics had suggested they were. This finding is important in view of the personnel of the committee and the thoroughness with which it obtained and sifted evidence. Composed equally of Britons and Indians—every one of them distinguished in one way or another—the investigating committee was presided over by Dewan Bahadur T. Rangachariar, member of the Indian Legislative Assembly. *The Madras Mail* (Madras) thus summarizes the conclusions regarding American-made movies:

". . . The Indian Cinema Committee rebutted the accusation of the British Social Hygiene Council deputation that many films exhibited in India stimulated sexual depravity, and the more general accusation that Western films tended to bring Western, and particularly European, civilization into disrepute. Nor did it accept the theory that racial discrimination represented in Western films was resented in India.

"Indeed, it quoted a Madras example of a film in which the white heroine was constantly pursued by an Oriental persecutor, and during the showing of which at one crucial moment in the heroine's adventures, an excited voice called out in Tamil (the principal language of that part of India): 'Look out, miss; look out.' Which goes to prove that Indian audiences, like audiences all over the world, appreciate a story without paying any great heed to its implications.

"It is possible that an audience which has never seen a film before will react to it as tho it were reality. But very few audiences are generally so unsophisticated. In any case, it is not long before so direct response to pictorial stimuli is impossible. In the first place, therefore, it appears that it is the story to which the audience reacts. In the second place, it reacts to strangeness. Moreover, it is usually an audience of a fairly high standard of general education which reacts to any implication of a film. Where the cinema can be definitely asserted to be a corrupting influence—and instances need sifting carefully—it will usually be found that it has acted upon a weak or previously biased mentality."

RELIGION AND SOCIAL SERVICE

THE "SCANDAL" OF CANTANKEROUS CHRISTENDOM

"BROTHERS, FOR THE SAKE OF OUR LORD JESUS Christ I beg of you all to drop these party-cries." Thus St. Paul; yet to-day Christ has been parceled out among more than 200 denominations to the shame of all believers, writes Dr. Peter Ainslie, widely known minister of the Christian Temple, Baltimore, who, in a stirring volume, "The Scandal of Christianity" (Willet, Clark and Colby, New York and Chicago), exposes what he conceives to be a senseless separation of Christians in their search for God and the good life, and appeals to denominationalists to submerge their pride and go to the communion table together.

"The greatest scandal of civilization," says Dr. Ainslie, "is that Christians have not learned how to behave toward each other." He puts it graphically:

Keystone View Company photograph

IGNORANCE AND FEAR

Split Christendom, says Dr. Peter Ainslie in a stirring appeal to denominationalists to forget their differences and unite at the Lord's Supper.

> "I go to be a guest in the home of a gentleman. He puts his best room at my disposal. He cordially invites me to a seat in his dining-room. He serves me to the best on his table. We frankly discuss such topics of the day as have to do with politics, economics, industry, literature, and what not, sometimes dissenting in opinion, but always with courtesy. I feel the tie of comradeship.
>
> "But when I mention the Church, whether it has to do with my taking membership without conforming to his interpretation, or speaking from his pulpit, or observing with him the Lord's Supper, or claiming oneness with his group, he rudely denies some one of these to me solely because I am not of his denomination, altho, like him, I am a Christian. The scandal of misbehavior among Christians is supplemented by some groups claiming a monopoly both on heaven and hell, to which claim a credulous multitude adheres.
>
> "Half of Christendom is not on speaking terms with the other half, separated by ignorance, suspicion, and fear. Whatever else this condition may reveal, it certainly is not Christian. But the denominationalist consoles himself that these conditions are matters of conscience, oblivious to the fact that Christian conscience has been bred largely in the hothouse of an unhealthy and biased theology. He tells me conscientiously that the issue is whether we are following Christ or men, he, of course, following Christ, and I, in his judgment, following men, if I dissent from him. There you are—two hundred or so different Christs—a kind of polygamous deity, showing special favoritism when his other brides are not around. A philosophy like this naturally breeds misbehavior in Christian conduct, because it is a denial of the fundamental principle of Christian love, and therefore approaches infidelity."

To what extent this "misbehavior" among Christians is responsible for the increasing crime of the world, says Dr. Ainslie, is one of the most pertinent questions of the day, which can not be discust frankly without involving the whole Church. For—

> "Instead of having set itself to abolish the poverty of the world, in order that all might have a chance for fellowship, and instead of making brotherhood the normal tie between nations, races, and classes, in order that all might have a chance for spiritual growth, the Church has largely spent its time conserving its denominationalism.
>
> "The World War made it clear in one great dramatic revelation that the denominational church had lost its way. It must ever remain as the climax of the denominational church, which has been more sensitive to forms, ceremonies, and traditions than to the religion of Jesus. Practically the whole Church was involved in the World War, with so few of us dissenting that, when occasionally one was sent to a Christian prison by a Christian court of a Christian nation and others were publicly condemned by the Christian conscience of the Christian community, it was hardly noticed amid this gorgeous Christian festival of bloodshed and disaster."

No denomination, least of all Dr. Ainslie's own, is absolved. "It must be borne in mind," he says, "that the whole Church believes in God, in Jesus Christ, in the Holy Spirit, and in the Scriptures. Whatever is below these is in the field of possible differences, and in this field Christians have roamed to the scandal of Christianity. The scandal has not been in differing over these secondary matters, for there must always be diversity of opinion in any permanent unity, but the scandal has been in making the differences occasions for unbecoming behavior of one group of Christians toward another group of Christians." And who dares to say, asks Dr. Ainslie, that those who believe in God, in Jesus Christ, in the Holy Spirit, and in the Scriptures have departed from the truth because some of their interpretations differ from those of other denominationalists? "Are we sure that it is impossible that our interpretations may be wrong rather than theirs? Even if the interpretations differ, are these differences of such character as to make one unchristian in his attitude toward other Christians?" All, urges this apostle of unity, "must cultivate that idealism that shall take us out of this unspiritual atmosphere of denominationalism, with its broken brotherhoods, with its faith put into definitions instead of into life, and with its love largely lost in the scramble of our denominational rivalry. Nothing could have happened that would have so severely impaired our contacts with God as denominationalism among the followers of Jesus. It has wronged the Spirit, weakened the words of Christ, made false the testimony of the Church, compromised truth, imprisoned our trust of one another, and reduced prayer to a form."

It is not theological unity Dr. Ainslie advocates, but a "religious unity which shall be an actual brotherhood of believers in Jesus Christ, bound together, not by signed concordats, but by an understanding and appreciation of each other as will make brotherhood real." Such a unity must include all. Protestants and Catholics must trust each other. "I must not only trust Catholics," says Dr. Ainslie, "but I must go a step further. I must defend them when they are attacked by such Protestant organizations as the Ku Klux Klan and other anti-Catholic movements. It seems to me, too, that if any denomination is attacked in my presence, I must go to its defense—not necessarily defending its denominational system, but the individuals that compose the denomination." The equality of all Christians before God is significantly exprest in the ideal of the Lord's Supper, says Dr. Ainslie:

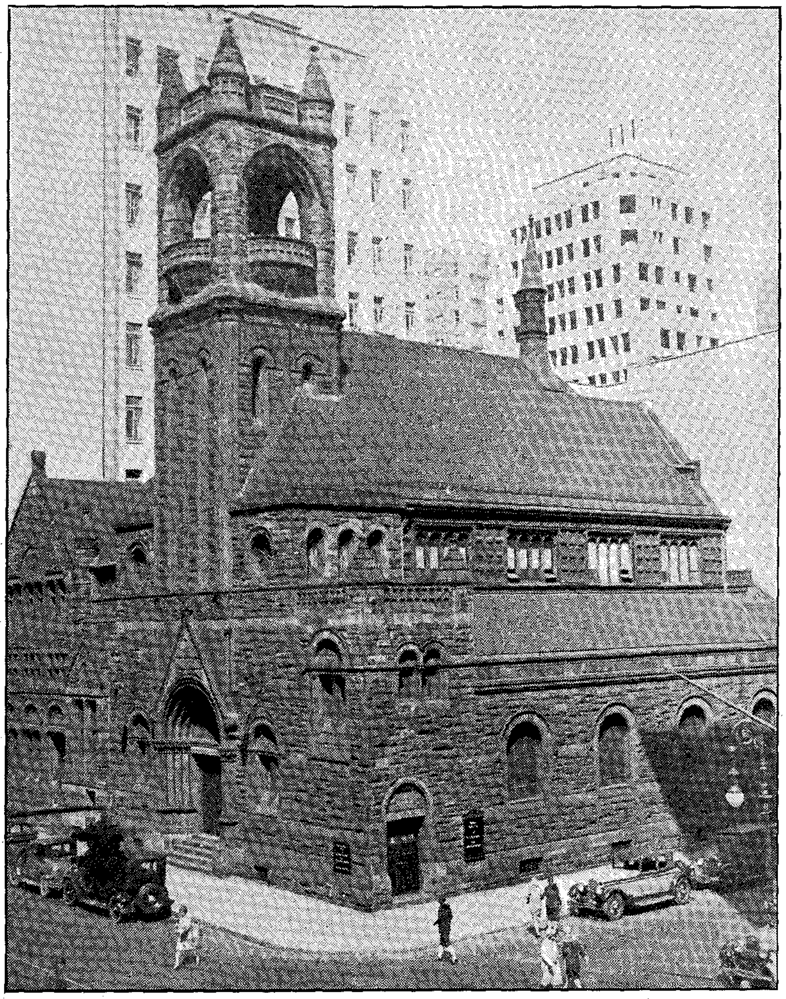
"And yet no service in the wide range of Christianity is so awkward and ugly as denominationalism at the Lord's Supper, with some denominations denying the Supper to other denominations or refusing to partake of the Supper with other denominations, frequently as rude about it as tho it were an article of merchandise to be sold or retained, according to circumstances. 'Those of your denomination may have it if you will join us; otherwise we shall have to forbid your partaking of it'; or it may be phrased in milder terms like this: 'We would be glad to have you receive it if you will join our church.'"

The Church, as this advocate of unity would have it, "must be unrestricted in its membership, making the sole test one's acceptance of Jesus as the Christ and one's willingness to practise His way of life. Such tests as the forms of baptism, confirmation, declaration of creeds, or particular denominational traditions can not be made a *sine qua non* for church membership without putting the denomination above Christ." Is there any practical way out of this closeted Christianity, out of the narrow denominationalism which Dr. Ainslie terms a "scandal"? He finds signs of a changing attitude already on the horizon. "We are now thinking in terms of unity in diversity," he says. "Wider fellowships are in progress. Christian attitudes are supplanting denominational attitudes. An intelligent pew is speaking to the pulpit and the pulpit in turn is adventurous in thought and experimentation." We are reminded that "between a thousand and fifteen hundred community churches have been organized in America, many of these churches having in their membership a dozen or more denominations, sometimes including Catholics and Protestants. Christian unity literature is multiplying. A library of five hundred volumes, written in the last twenty-five years, is a fair register of the interest in abolishing denominationalism for a united Christendom." And Dr. Ainslie suggests constructively:

"(1) A frank facing of the scandal of our denominationalism, (2) a willingness to work side by side with all Christians, (3) the practise of prayer for and with all Christians, seeking equal blessings upon all, (4) the recognition of the equality of all Christians before God with all its consequences, including worship, membership, conferences, and so forth, (5) the rewriting of church history with its new revaluations, (6) the reasonableness of unity in diversity, (7) the recognition of the contributions of the past and the present to Christianity, (8) the experience of trusting all who trust Christ, (9) the abolition of denominational institutions by interdenominationalizing them, and (10) adventures in Christian brotherhood, irrespective of protests, under the discipleship of Jesus, Who says, 'By this every one will recognize that you are My disciples if you have love one for another.' These are common-sense principles."

PROFIT-MAKING CHURCHES

CHURCHES SITUATED ON VALUABLE property may make a lot of money by selling and moving to a cheaper location, as has been done recently in New York City, where business crowds closely on churches in the down-town section. But the vast profit the churches have made, and can make, by taking advantage of the tide in business, raises again the question of exempting church and other favored holdings from taxation. The Madison Avenue Methodist Church, for instance, recently made $650,000 by moving around the corner, and selling its old site for an apartment house. Cooper Union owns the $9,000,000 plot on which the new sixty-eight story Chrysler Building is being erected, but escapes taxation altogether under an educational charter granted by the New York Legislature in 1859. The Union's earnings from this one plot, notes *The Nation*, may reach $500,000 a year. While the case of this educational institution is exceptional, because nearly all churches and schools must pay taxes on land used for business purposes, the practise of profit-making is quite common among churches in our growing cities, and *The Nation* observes:



Photograph by Underwood & Underwood

CROWDED OUT BY BUSINESS

But the Madison Avenue Methodist Church in New York was sold at a profit said to be $650,000. The sale raises again the question whether church property should be taxed.

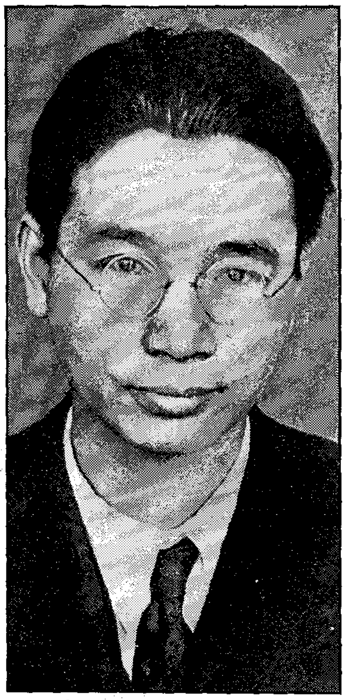
"When a church has been located upon a choice down-town corner by the pioneers of a settlement, and a great city has sprung up around it, the natural thing to do is to sell the down-town corner, move up-town where the members of the congregation live, and pocket the profits for endowment purposes. The Madison Avenue Methodist Church of New York is a tyro in this art of profit-making compared to many city churches. Three years ago, Temple Emanu-El, one of the richest Jewish congregations of New York, realized a clear million dollars in profits in addition to a greatly improved plant by selling its land at the corner of Forty-third Street and Fifth Avenue, and moving twenty-two blocks up the avenue. The land upon which this temple formerly stood increased more than 500 per cent. in value from 1900 to 1929, and sold for more than six millions. If the congregation had decided to relocate its plant in a less pretentious place, the surplus profit would have kept half a dozen synagogs running for all eternity. The tax assessment books of New York show that the Roman Catholic Church could make $10,000,000 by selling St. Patrick's Cathedral and rebuilding upon a side street—and all of this $10,000,000 has been added by the community to the value of one plot of land on Fifth Avenue.

"When we ask what the community can do to recapture this unearned increment upon land, it is evident that no simple remedy is in sight. To tax all private institutions which are now tax-exempt would be to destroy some of our most useful colleges, hospitals, and orphanages. To tax the profits of a tax-exempt institution without taxing its property would seem ludicrous, but the State may be forced to adopt such a policy."

The theoretical case for exempting schools, orphanages, and hospitals from taxation is quite strong, thinks *The Nation*, because they are performing functions which otherwise the State would be obliged to perform. But as this weekly sees it:

> "The case for church-exemption is weaker because religious practise is a private affair. In a country where Church and State are officially separated, it is difficult to see why churches should not pay some taxes. Tax-exemption is a form of community endowment; when the members of a church fail to pay taxes upon their edifice, it means that the rest of the community must pay taxes for them.
>
> "Would the taxation of churches be an ecclesiastical disaster? We think not. Hundreds of half-used churches would be closed if their members were compelled to pay taxes upon them, but the gains in efficiency and vigor among the remaining churches probably would outbalance that loss. Denominations divided by petty quarreling would be forced to unite or die. The appalling waste of space and utility in church equipment would give place to a régime of economy and use. The American church would avoid that creeping death of effortless income which has paralyzed the Established Church in England."

DROWSY RELIGION



P. & A. photograph

"SHAME ON YOU"

Says Toyohiko Kagawa, who is known as "the Wesley of Japan," "for building huge and costly church buildings while forgetting to follow the Man born in a manger."

"RELIGION IS OPIUM," runs an inscription placed high in Moscow so that every Russian may read it, and a Japanese threw the followers of three faiths into an uproar when he told them that "in so far as religion has not developed an adequate criticism of and opposition to the mammonism of modern civilization, there *is* some opium in it." The sermon was delivered a year ago by Toyohiko Kagawa, "the Wesley of Japan," before the Three Religions Conference in Tokyo, and T. T. Brumbaugh, correspondent of *The Christian Century* (Undenominational), writes that conservatives of the three faiths represented in the conference were for reprimanding Mr. Kagawa for his rashness. But the occasion has now become one of the remembered religious events of recent years. Mr. Brumbaugh recently procured from Mr. Kagawa a summary of the sermon, which, because of the illumination it casts on certain faults of society and weaknesses of religion—discerned here, too, by some of our own religious leaders—and because it was delivered in a land where Christianity is in active competition with two other faiths, may not be amiss here.

Recently the religion of the Russian Orthodox Church has served more to put the people to sleep than to awaken them, charges Mr. Kagawa, and he sees a similar drowsiness being produced by other faiths supposedly awake to the modern worldly perils, for he goes on:

> "Materialistic, mechanical, mammonistic civilization is swallowing up the quiet forest shrines, the peaceful garden-surrounded temples, and even the golden crosses at the pinnacles of the Gothic cathedrals. The time has come for all the priests of all these shrines, temples, and churches to come out from their peaceful sanctuaries, cast off their somnolence, and confront the actual realities of the roadside.
>
> "There are 8,500,000 laborers in this country, among whom 4,000,000 are in machine industry, 1,500,000 are engaged in transportation, and the rest are fishermen, miners, carpenters, etc. In addition to this number, there are about 5,600,000 farmers, 70 per cent. of whom are tenants. And they are practically all very poor. Infant mortality, strife between capitalists and laborers, disputes between landlords and tenants, and other symptoms of an unhealthy social condition are increasing. The unemployed are multiplying. Their stomachs are empty and they have no place to lay their heads. For these who are living a restless life without food or shelter, what is the use of mere preaching? God desires mercy and not ritualistic sacrifice.
>
> "Read once more your Buddhist scriptures, and find in them the spirit which animated the great Prince Shotoku, the Buddhist pioneer of Japan. If you can not rediscover and appropriate this spirit, you Buddhists might as well roll up your scrolls and carry them back to India! And you delicate Shinto ritualists—if you can not grasp the vision of Madame Nakayama, foundress of Tenrikyo (a sect of Shinto)—the vision of saving the weakest and most unhappy—what is the use of all your rituals? And to you Christians, I say, shame on you for building huge and costly church buildings, while forgetting to follow the Man born in a manger and buried in another's tomb!"

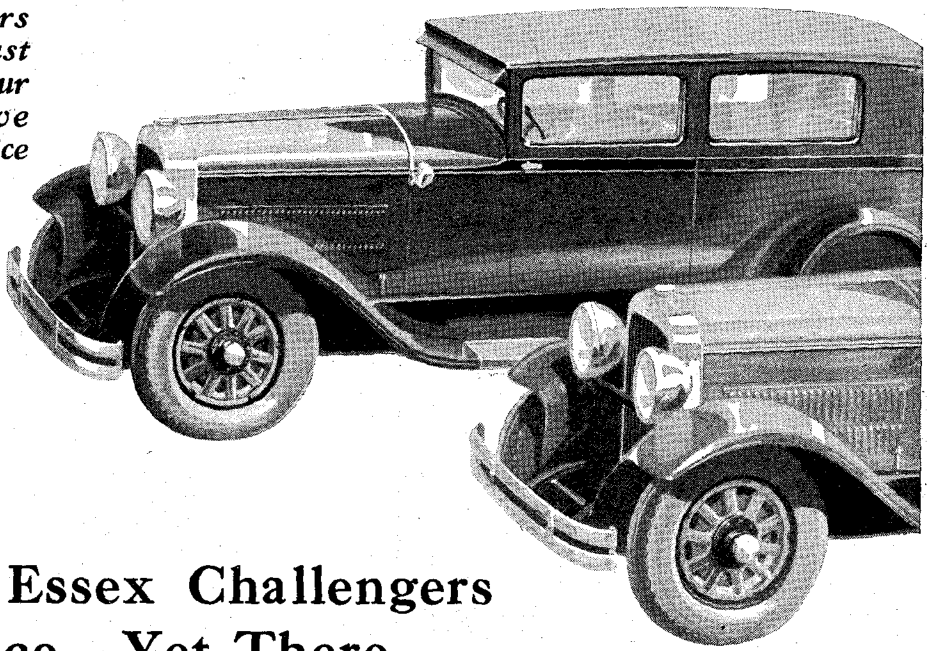
True religion, says this Japanese apostle, never neglects human need. "If all religionists did likewise, Karl Marx and Kropotkin simply would not exist." Replying to those who doubt that we can reform the world, he says:

> "Think of the Apostle Paul, in weak health, carrying only his bag of tools for tent-mending, hiking from city to city of the great Empire where Cæsar reigned. What power had this poor laborer to conquer the great Roman Empire? Yet he did so. If we really love Japan, we can prove our love effective without depending on any materialistic power. In the Buddhist scriptures and in the Christian Bible, we possess all that is necessary; and with these we will press forward until we find the image of God among the proletarians of Japan!
>
> "Neither Marxism and the class struggle, nor the governmental suppression of these movements, can ever realize the true society. The true life of the human community springs from love and reconciliation, not from struggles for private advantage. The kingdom of God, or the paradise of Buddha, is not a country controlled by proletarian dictatorship. It is controlled by fellowship, love, and the cooperative spirit.
>
> "The true community protects the individual, and the individual in turn gives himself to the community. In Germany, 90 per cent. of the people have health insurance. The true community is always mutual. Here in Japan, if we develop that peculiarly appropriate system of mutual aid known as 'The Cooperatives,' we can avoid the path into which the Russians have wandered. Our work is to reconstruct society on the basis of a love that loves others as well as itself, and leaves no place for either Leninism or Fascism.
>
> "Let him who has two coats give one to his brother. That is the spirit of Christianity and also of Buddhism. We Japanese adore the memory of ancient saints and pioneers. They cleansed our morals, and created a new civilization according to Buddhist and Confucian ideals. And recently we have welcomed Christianity.
>
> "This fairyland must never be destroyed by materialism or capitalism! So, whoever has charge of a temple, let him open its doors to the people; and whoever has a church, let him welcome into it even the proletarians; let him who has a shrine throw open its garden to the souls who are creating the new Japan. Our task is not merely a spiritual one. It is to make all of life perfect, to make this land a paradise—the very kingdom of God!"

Millions in Japan are passing through the throes of economic stress, writes Henry Topping in *The Baptist*. That explains, he says, the popularity of Marx, whose solution sounds logical and just to hungry men. "But Kagawa," the writer tells us, "stands forth as the bulwark against this doctrine of revolution by violence. Tho he organized the labor federation, now that it is tending to Marxism he has thrown himself into the effort to stem the tide by preaching the Christian gospel of love. The National Christian Conference Evangelistic Committee of Fifteen is sending him out in a nation-wide campaign to win Japan. The slogan is 'A Million Christians in Japan.'"

COLOR

More than 225 Color Combinations were supplied to buyers of Essex the Challenger, last month, at no extra cost. Your own dealer is prepared to give you almost an individual choice in color selection.



Nearly 200,000 Essex Challengers Now in Service—Yet There is No Monotony of Color

..another reason for the BIG SWING *to* ESSEX THE CHALLENGER

The tremendous buying swing to Essex the Challenger—with nearly 200,000 in service in five months—is the popular answer to how it upholds its sweeping challenge to motordom.

Not only the brilliant Performance Car—with speed, challenging up to 70 miles an hour.

Not only the Economy Car—you may expect 18 to 20 miles on the gallon—many get more, as thousands of owners demonstrate.

Not only the Comfort Car—with adult size roominess, and big car riding ease and roadability.

Essex the Challenger is also the Car of Individual Distinction. Its wide variety of color choices, at no extra cost, is a new step in the industry, and permits almost individual selection.

More than 225 different color combinations were delivered last month. That is why, although nearly 200,000 Essex the Challengers are in service, there is a sparkling variety and individuality about each car, instead of the monotonous sameness expected in big production. Remember you can make a choice of color at your own Hudson-Essex dealer's on any model at no extra cost. Your individual order will be executed at the factory and shipped within 48 hours.

Hydraulic shock absorbers and new type double-action 4-wheel brakes are standard—they do not cost one cent extra. The same with radiator shutters, air cleaner, windshield wiper, safety lock, chromium-plated bright parts. All valuable features—all features you want. Add up for yourself the extras Essex offers at no added cost and you will see above $100 in extra value in those items alone.

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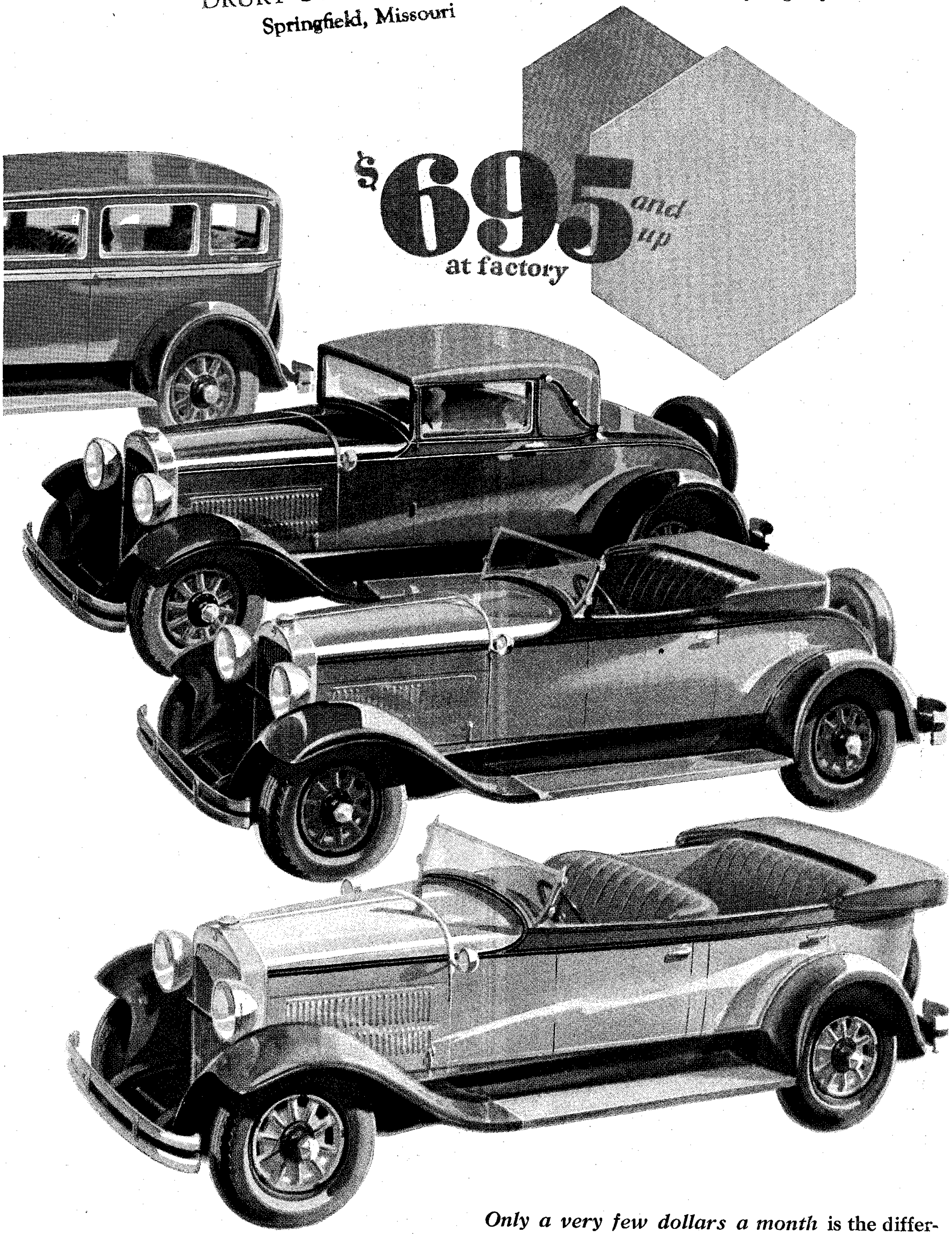

Only a very few dollars a month is the difference in price between this big, fine Essex and the smallest and lightest of cars.

For instance, your down payment may be as low as $245, and nowhere within the United States is higher than $295, according to locality. The H. M. C. Purchase Plan offers the *lowest terms available* on the balance.

CURRENT POETRY

Unsolicited contributions to this department can not be returned

EDITED by the poet George W. Russell (Æ), *The Irish Statesman* (Dublin) often publishes notable and unusual poems. Not only for its craftsmanship, but its subject, the following arrests attention:

AVIATION

By W. H. Hurley

The sweeping searchlights clash and swing
Bright shafts against the lidded night,
They drop, and black against their light
Stand thickest roofs, o'er shuddering
Poor folk. Sick dread binds tongues. They hear
High angry sounds, and smashing death plods near.

Was it for this, that long ago
Men gave thought and the eager hours,
Then, from white high Italian towers,
Fell to the faces and priests below,
Fell wrecked with their gear; did they strain
Hope, strength, and life for this, worse than in vain?

No, for more; on the windy plain,
In racing sunlight, here it stands,
A shining thing of use; our hands
Have made what they for nobler gain
Conceived . . . Wide-throttled thunder
Bursts from it, it leaps, and the ground swings from under.

Laced grey roads and silver river,
Fields and thick forest, sink and show
A great, slow-wheeling map below,
That fog-drift hides, till the hot life giver,
From deeps of azure, blazes free
On cloud-towers climbing from a slow cloud sea.

Roaring under the dome of sky
Now have we the whole world wide below,
Plains, and steeps, where the eagles go
Reeling behind with a beaten cry;
Till lowering in a sighing hush
The wheels brush earth, and settling stem our rush.

This ordered disk of hut-rimmed ground,
Spread wide to every lifting wind,
Sees, from the sunset's height inclined,
Full flights from various bournes home-bound,
That smooth and check their hurrying sheer,
Like swans alighting on an evening mere.

Their freight 'mid blackest night, with strange
White bustle in the arc-lamps' glare,
Is stored, while to the beacon flare
Of landing lights swift planets rage;
And perhaps the sad morn sees the start
Before the sun, of one lone-venturing heart.

As older voyagers, so he
Seeks a far goal by paths unplanned;
Above dead waves of desert sand,
Or blusterings of the ceaseless sea
Against the course, to whelm him, borne
Down to the last of freezing foam, storm-torn.

And so another ship still bears
Such mariners as sailed of old
To venture unknown seas, and told
What man can do, and what he dares,
Lighting the world before their stride
With every wealth that darkling fear denied.

They fling swift ways across the waste
To speed the pulse of life, and bind
The nations close in need and mind,
Till earth be one, and war outspaced
Where their same spirit, scorning fears,
Shall reach with newer strength to span the spheres.

IN *The Canadian Forum* (Toronto), we discover a long, semi-narrative poem in dialect, which indicates that the influence of Rudyard Kipling is still potent. It deals with the home-coming of an ancient but unregenerate marine. Here is the later part of it:

FROM "CHINAMAN JONES"

By Joseph Schull

Old black devil! an' ah! the yarns he spins;
All the seven seas he knows, all the scarlet sins:
Knives a-flash in Lagos dives; short-choked screams
Heard from Shanghai docks o' night, drowned eyes that haunt your dreams;
Fever-ghosts at Akkra; Vanua Lava pearls
Flung to black-eyed Geishas, an' red-lipped Tartar girls;
Mutiny at Dairen, where only Captains hang;
God forgive the plundered junk, scuttled off Penang!
All the wanderin' sea-lanes, all the nests o' hell,
Mercy on his blackened soul! China knows 'em well.
Aye, an' loves to tell;
Loves to make the lads around gape, wi' young blood chilled,
Wonderin' at the sins o' him, the many that he's killed.
Oh, wicked as a snake he is—yet every tale will end,
"Mind ye, lads, ye keep the yarn close as friend an' friend;
Not a word to my old ma—God forbid she should
Hear it o' the lad she thinks is made o' nought but good!"
Ah, he's black an' wicked, an' the devil's own friend;
But lads go followin' China to the far world's end.
They see the long tides liftin',
They feel the wet decks roll,
The dream o' each lad's choice
He hears in China's voice;
The dull Sargasso driftin',
The white seas near the pole,
Tall masts against far sunsets, the splendor o' strange stars,
They call to them, they call to them—an' not a thousand bars,
An' not a thousand cities, an' not their mothers' tears,
An' not the prayers o' good folk, nor wisdom o' the years
Can win 'em from the sea-ways, win 'em from the ships,
Win 'em from the spell that falls from black old China's lips;
For the seas ha' got the soul o' him,
The seas will have his bones—
An' the sea calls in the likes o' him,
Chinaman Jones.

"I DON'T usually like dialect poetry of the homely rural variety," remarks Ted Robinson, columnist of the Cleveland *Plain Dealer*, "but this one appealed to me. It comes unsigned—I wish the author would give me a pen name to use." Here is the poem that pleases Mr. Robinson:

WHOA!

Anonymous

Whoa, gol durn it! Can't ye stand
Still a minute? Wanta see
What is waftin' 'cross my face,
Apple blossoms off that tree.

Whoa, confound ye! Can't ye give
Me a peek at that there wren
Fussin' underneath the eaves—
Goin' t' build her nest again?

Goshamighty, how the grass
Is a'comin' since the rain!
Them there frogs is raisin' hell
In that low spot down the lane.

Whoa, by cracky! There's a squirrel
On the rail of that there fence;
What ye pelters pullin' fer?
Ain't ye got a mite o' sense?

Whoa, I tell ye! Plowin'll wait
Fer a spell. I'd like to know
Why I got to say giddap
When all creation's sayin' whoa!

A GROUP of young writers in California have started a mimeographed magazine called *The Gyroscope* (Palo Alto). Here is a poem from its first number:

THE QUIET FOLK

A Quaker meeting-house, New Jersey.

By Howard Baker

Secured by hedge and oak the building stands
A solid, dark and weathered brick, remote
From youth or age; it has become a pole
Fixed by the even rows of dead. If God
Moved here, shared spirit with the quiet folk
He left no miracle for testimony.
The lined hands, where no stigmata bloom,
Are folded on the thighs; the eyes bend down.
The bare dark walls permit no idols of
The senses. These are people who unbare
The empty fragmentary bone; they hold
It rigid; they chart emptiness with courage.

"AROMANCY and Other VERSE," is the unusual title chosen by Faith Van Valkenburgh Vilas for a new volume of poems (Dorrance, Philadelphia).

AROMANCY

By Faith Van Valkenburgh Vilas

Odors lift wide pinions
That bear the sentient far:
Sandalwood to Punah,
Spice to Zanzibar,
Balsam to the forest,
Marlin to the sea,
And to farthest China,
Incense of Bohea.

Who will build the instrument on which the odors play,
Solve their mighty octaves, their waltz and roundelay,
Bid them march in pomp or drift in threnody of pain,
And chord their mighty rhythm, so pasts may live again?

Jasmine: and a nursery
With bedtime set at eight.
Apple blossoms: Grandmother
Beside her garden gate.
Leaf smoke: late September
And love words newly said.
Violets: the pressure
Of a downy head.

Who will grade new colors on a tautened square,
Paint a distant country in terms of scented air,
Draw forgotten features, trace each line anew,
As leaves of crushed verbena, or mignonette can do?

Cedar blocks: and Sunday
In a sleepy town.
Whiff of tar: old whalers
Plying up and down.
Ether: and a lifetime
Waiting at a door.
Lilies: Lost dear voices
That shall be heard no more.

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After all, the factor which determines the quality of every manufactured product is human skill. The skill of the Buick organization, developed during a quarter-century of fine car building, gives to Buick products an extra measure of value and reliability.

All painters have brushes, colors and canvas; and yet it remains for the master to produce the masterpiece.

All motor car builders employ tools and machinery; but there is a marked difference among finished automobiles.

The makers of Buick and Marquette do not work with jigs, dies and machinery alone.

They bring to their task rare mastery of design and construction developed during a quarter-century of fine car building.

They give unswerving devotion to the highest manufacturing standards and practices.

They add the touch of craftsmanship, without which Buick's matchless plants and great financial resources would themselves be only superb instruments of production.

The fruits of their efforts are motor cars so truly fine that they set the standard for performance, appearance and value in their respective fields.

Buick craftsmen derive genuine satisfaction from the act of creating worthy products. But their satisfaction would be incomplete without the reward of public recognition. And the public bestows that reward in overwhelming measure.

More than twice as many people purchase Buicks, year after year, as any other automobile priced above $1200. And nationwide interest in the new Marquette, to be introduced Saturday, promises a demand far greater than the demand for any other similarly priced car.

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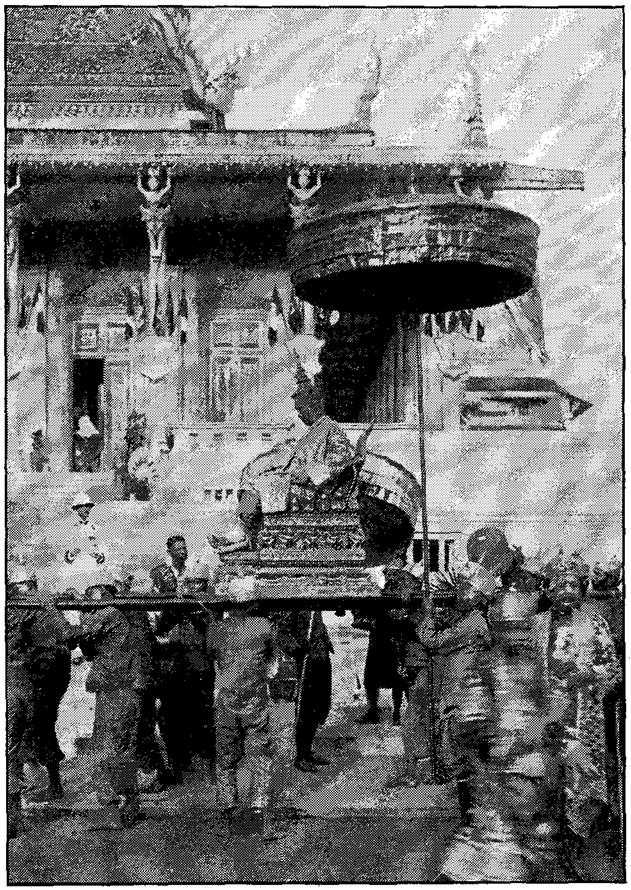
WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM

THE LIVELY JOB OF CROWNING CAMBODIA'S KING

UNDER THE SACRED PARASOL sat His Majesty, King Préa Bat Samdach Préa Sisowath Monivong Chamcha-Vrapong, Harireach Barmintor Phouvanay Krayveofa Sulalay Préa Chan Crung, Campuchéa Tippedey. But they call him Monivong for short in his kingdom of Cambodia, a French protectorate in Indo-China, where he recently took the throne.



Official photographs, Government of Indo-China, by courtesy of *ASIA* Magazine (New York)

STARTING FOR THE ROYAL ONCE-OVER

King Monivong has no lack of transportation facilities on his official tour. Palanquin, horse, elephant, and chariot carry him at different stages of the journey, which is just one grand and glorious circus.

During the picturesque ceremonies of King Monivong's coronation, we read, two Frenchmen ceased to be Frenchmen and high government officials. For the moment priesthood superseded politics, and, because of their official positions, they became leaders of ancient and alien religions. Perhaps the one became a Brahman Baku, the other a Buddhist Bonze, for both of these priestly classes took part in the ceremony. The King was stript of the long white tunic that covered him. Then the French Governor-General of Indo-China and the French Resident-Superior in Cambodia joined with the chiefs of the Bakus and the chiefs of the Bonzes in pouring the purifying lustral water on the monarch's head. For when a ruler is crowned in Cambodia the religious dignitaries are not the only consecrators of the royal personage. The Governor-General and the Resident-Superior assume almost the rôle of chief priests during the ritual of investiture. The festivities attending this are described by Alfred Meynard, in an article translated from the French, in *Asia*. Mr. Meynard, an editorial note tells us, has been in Indo-China almost continuously, except for service in the World War, since he went out from France in 1903 to enter government service. He now holds the post of Inspector of the Commercial Services department of the government of Indo-China.

Astrologers calculate the date when the new king shall take possession of the palace. On the fifth day of the ceremonies is one of the most colorful of the events. Then comes the royal procession around the capital, Pnom Penh. It represents "the whole of the kingdom of which the sovereign takes possession. All along the route that he will follow are massed the unwearied populace, and the medley of scarfs and *sampots* glistens in the sun." Quoting further:

> There is no need for a prearranged itinerary nor a rigid line of soldiers: an easy-going King takes a walk in the midst of his subjects, smiling at everybody and distributing a few symbolic gifts. Only a long white cord, carried on each side of the procession by guards, separates him from the crowd and is especially intended to ward off the evil spirits who would wish to disturb his peace and the privacy of his meditation on his royal duties.
>
> At seven o'clock His Majesty Monivong, drest in state robes entirely of violet—the color for Tuesday—leaves the throne-room and climbs into a palanquin. Before him go in groups of thirty the bearers of parasols, banners, fans, shields, and fasces; the trumpeters and the orchestras; the bearers of peacock tails and dragon flags, the tom-toms and the Chinese oboes; the riflemen, the mandarins on horseback, the officials on foot; the provincial representatives; the dignitaries, the members of the ancient royal families, the Ministers in low palanquins. Behind the King come the horse, the elephant, and the chariot, which will serve him in turn in the course of his promenade; a chamberlain who holds out to the King, in a gold cup, gold and silver flowers to be thrown to the crowd; then again bearers of parasols, standards, and royal emblems; the princes on horseback; the pages who carry the insignia; the lictors with the lances; the guards bearing the royal arms; finally the majestic train of twenty-one elephants heavily caparisoned, among them three

A MONARCH WHO WEARS A GARDENER'S HAT

Because his royal line was founded by a gardener. With the Cambodian monarch is the French Resident-Superior, M. Le Vol.

BUILDING THE FORTRESSES OF HEALTH

One of a series of messages by Parke, Davis & Company, telling how the worker in medical science, your physician, and the maker of medicines, are surrounding you with stronger health defenses year by year.

Christopher Columbus — 1929

For a fleeting moment, dreams! Then shrieks of delight — and swift and sudden *action!*

The world is far from "flat" for *your* little adventurer! But dangers lurk unseen. Childhood is joyously reckless!

Reckless — but thoughtfully protected by scientific safeguards unknown a few generations ago. Science walks ahead of our boys and girls these days—halting many a dread disease that besets childhood's pathway.

Just a century and a half ago the world stood helpless before the devastating sweep of smallpox. Today, wherever vaccination is the rule, smallpox has practically disappeared.

But preventive medicine has not stopped with the conquest of smallpox. Diphtheria, scarlet fever, typhoid, tetanus and rabies have also been brought under control.

Only a generation ago diphtheria menaced practically every child. Frequently it carried off all the children in the family. Today toxin-antitoxin treatment has robbed diphtheria of its terrors, and children of any age can be rendered immune.

Now, in early summer, is the best time to have your physician immunize your children against diphtheria. Though the entire protective treatment is given within two weeks, immunity does not usually develop for several months. Treatment should be begun right away in order to get as much benefit as possible by the time school starts in September.

* * *

Constant research in the Parke-Davis laboratories has resulted from time to time in discovering and perfecting new medicines, serums and vaccines, used by physicians for the prevention and cure of disease.

Happily, preventive medicine deals very largely with the prevention of *children's* diseases. To contribute ever so slightly to the health and happiness of the youngsters of the world, is one of the richest rewards of an organization thoroughly imbued with the traditions of research.

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Purity, uniformity, dependability—here are three distinguishing characteristics of Parke-Davis Milk of Magnesia. Because of the high quality of its ingredients, and because of the exacting care that marks its manufacture, you can always depend upon the medicinal activity of our product. Yet it is so mild and agreeable to the taste that children take it readily. Ask your druggist about Parke-Davis Milk of Magnesia.

A PARKE-DAVIS PRODUCT

white elephants and the sacred elephant which "serves as mount to the Buddha."

Having passed the bridge of the Nagas, the King meets the Resident-Superior and the Chief of the Bakus, who await him, on the platform, with the European and native guests. He alights and, as soon as he has been crowned with the five-pointed diadem, he mounts the chariot yoked with six horses to continue his journey. After another halt at another platform, where the same personages await him and receive him with the same ceremonial, he poises on his head, for riding horseback, the broad-brimmed conical hat, and continues so to the Residency, where the Governor-General and the high French officials receive him. There, after a last change of head-dress, he seats himself on his elephant, harnessed with red leather, shining with the golden sheaths that encase its enormous tusks, and the procession enters the palace. The Chief of the Bakus, near the Governor-General, offers lustral water, the King bathes his face with it and pours some drops on the ground in honor of the goddess of the earth. Then, having bowed low at the foot of the altar placed in the throne-room, he returns to his apartments. During his triumphal progress, the King has kept his right shoulder turned to the center of the city.

On the first day the King enters his traditional abode in the palace "that the eyes of the vulgar may not see him," we learn. Continuing:

He moves along a road carpeted with white linens, preceded by the Minister of the Palace and the Chiefs of the Pundits, who carry small figures of the Buddha under a white parasol. Brahmans attend upon the image of the Perfect One, and the guardians of the royal treasure hold in their hands ivory objects and rhinoceros horns—talismans of good fortune. Behind the King five women, chosen from the royal family and clothed in white, yellow, or orange silk, carry the Sacred Sword and gold and silver flowers. Seven young, pure girls lift up on their backward-bent hands objects that typify the royal stedfastness, wealth, and power—gold cups containing jewels. The last holds in her arms a white cat adorned with precious stones, the emblem of faithfulness to the hearth. Twelve other young girls, in *sampots* of many colors, carry the gold and enamel vessels, the precious service of plate that is used by the sovereign. The princesses and the ladies of the palace and the wives of the dignitaries bring up the rear.

Four Bakus, clothed in white, represent the Heavenly Guardians of the palace. They wait at the foot of the stairs, and before them are placed the offerings to the deities whom they impersonate. At the moment when the procession reaches them, the Chief of the Astrologers inquires: "Divine Ones, are you here present?" And the four Bakus reply, "We are here present to guard the royal throne, and we have never forsaken this heavenly palace. Tell us what you desire." The Chief of the Bakus says: "We accompany as attendants His Majesty the King, who comes according to custom, with all his insignia, to take his place in the great hall and seat himself under the Sacred Parasol. We beg you to vouchsafe unto him your protection and to help him to live for as long as a hundred years in the very happiest of circumstances.

"If the moment is propitious, hearken unto us."

"We, the guardians of the throne-room, pray His Majesty"—here are repeated all the King's titles—"to take possession of the throne. May he have a long and happy life. May he watch over the Buddhist religion, the law, custom, the kingdom, the members of the royal family, the ladies of the palace, the Ministers, the officials, the pundits, the poets, the priests and the Brahmans—the entire nation, to the end that it may enjoy an enduring peace."

In the evening, "at the hour when the numerous roofs of the palace trace their illuminated curves upon the sky, the King, accompanied by twenty-four young girls carrying flowers and emblems, goes again to the throne-room." Proceeding, we learn:

He has on the national costume, of blue silk, the color for Friday. The Chief of the Bakus, holding in his right hand an image of Vishnu, receives him. The King lays offerings before the statue of the Buddha, lights a wax taper—presented to him by the Chief of the Bonzes—the flame of which will symbolize the efficacy of the ceremonies celebrated during these five fête days. Then he in turn bestows ritual gifts on the Bonzes present: silk robes, sandals, candlesticks, copper foot-warmers, umbrellas, sugar, tea, and sticks of incense.

The fourth day is that of the principal ceremony. As early as seven o'clock in the morning the King, clothed in white, like those ready for initiation into the priesthood, enters the throne-room, accompanied by the same retinue as on the preceding days. The Bonzes receive him while the Brahmans greet him with blasts from their sea-shells. He advances to the image of the Buddha and three times kneels before it, his hands crossed in front of his forehead. Then he requests the Chiefs of the Bonzes to recite the stanzas of the *Aphisek*—the King's Ablution.

In front of the entrance to the throne-room a pavilion of red-and-gold brocade, raised on a pedestal with nine terraces, has been built for the ceremony of the royal bath. From a great silver urn has been poured into a tank the lustral water which will flow on the head of the King. The place that he will occupy is marked by a silver slab overlaid by a slab of pure gold—both insulated from the ground by a layer of *lovéa*—or sacred fig-leaves.

The representatives of France confer on the King his true investiture. That is why, before turning toward the Pavilion of the Bath, the King, who has withdrawn from the room for a moment, comes out to the court in front of the palace to receive the Governor-General of Indo-China and the Resident-Superior in Cambodia. Sixteen young girls, carrying lotus buds in their right hands, compose his retinue. The two high French officials, the religious dignitaries and the Ministers conduct him to the Sacred Pavilion.

LIKE DANCING STATUES OUT OF THE PAST

With the art of the Cambodian dancers, it seems as if the stone images, "which keep watch in the temples spring into life," and do some extraordinary "hoofing." Read the description of their feet!

After the lustral bath, in which French officials assist, and after the King has returned to the throne-room, we are told:

The women adorn his limbs with heavy jewelry of gold and precious stones and place on his head the golden *mokhot*, head-dress of devas and kings: thus he is metamorphosed into an image of deity, ready to receive the adoration of his new subjects.

On one evening the great hall of honor in the palace is open to European and Cambodian guests for the spectacle of the Royal Dances. The King has been pleased to inaugurate for his coronation a new *corps de ballet*, for which the traditional costumes have been fashioned in the most beautiful stuffs.

Supple and slow, their legs trace on the ground a poem of strict measures; they dance and the stone images which keep watch in the temples of Angkor here spring into life.

The expression of their dance is not given by their shoulders, breasts, and hips, which, continuing immobile, serve as a background, changeless tho full of color; it is not in the face, which is the proud spectator. But the arms shape the pattern, and—untiring mutes—the feet, which no one heeds, have the most eloquent rôle. Their varied grace unfolds the action. Like sea-nettles adhering to the water that buoys them up, they cling to the cold marble to flower from it again in animated petals. Let the eyes be fixt on them alone, and their versatile and clever play will express the meaning of the whole dance, the ensemble of the limbs and the curves of their movements. To one who sees them act like two beings independent of the life of which they are the stay, liberate the toes, bend the soles in a graceful arch, or glide like twin serpents and put a flawless rhythm into whatever they do, those weak members that have no glory except in nakedness betray their secret, intelligent perfection.

Dangerous Turns Made Safe

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THE dusty, crumbly turns you fear most become safe, firm and dustless when Calcium Chloride is applied. You no longer fear the danger that lurks in the dust cloud. Air is clear, eyes and lungs are free from dust and germs—yet the transformation from miserable and dangerous driving is made easy by the use of Calcium Chloride.

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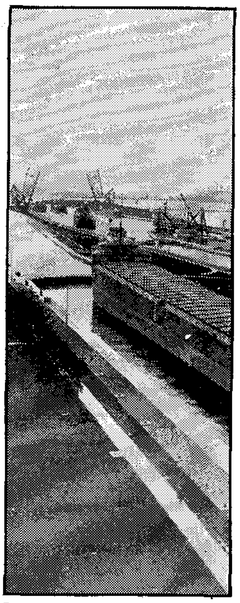
This is not a hard surfaced road—just a gravel highway moistened with Flake Calcium Chloride

Courtesy New Hampshire State Publicity Bureau

WINNEPESAUKEE, NEW HAMPSHIRE



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SOO LOCKS, GREAT LAKES

© Publishers Photo Service

CATHEDRAL ROCKS, BLACK HILLS

Courtesy Canadian National Ry's

MT. ROBSON, CANADIAN ROCKIES

Californians, Inc. photograph

YOSEMITE FALLS, CALIFORNIA

© Fred H. Kiser. Courtesy Northern Pacific R'y

OREGON'S PACIFIC SHORE

THE MAGIC ADVENTURE OF SUMMER PLAYDAYS

FROM THE HUMDRUM of the day's work, from the monotony of surroundings grown too familiar, however much cherished, THE LITERARY DIGEST again invites its readers to a bold and adventurous stride toward seashore, forest, and mountain.

Forgetting the burden of every-day routine, it urges them to follow the example of Hop o' My Thumb, slip on the magic Seven League Boots, and with progress swift and far, flee from the cares of toil and weariness in the quest of summer playlands.

From Mount Katahdin rising with its searching and giant brow over Maine, to the snowy crown of Mount Rainier, overlooking the Pacific, there will pass before their gaze the nature beauty pageant of State by State across the Union.

In Canada the vast sweep of the Dominion, from Nova Scotia to British Columbia, will be revealed with all the recreational appeal of Province after Province.

The lure of Europe will attract their eyes overseas toward the charm of distant lands.

And then, having looked upon such wealth of opportunity, they will be able to decide on which playground their choice will fall. They have only to read further and decide.

Increased travel opportunities and facilities await their pleasure. Motor-coach detours supplementing rail services have been arranged. Combination air and railway routes are being mapped. A new National Park, the Grand Teton, has been created. Improved and new highways are making accessible our National Parks, Monuments, and Forests. The great transatlantic travel fleets have been enlarged and improved for tourists seeking rest and recreation in Europe.

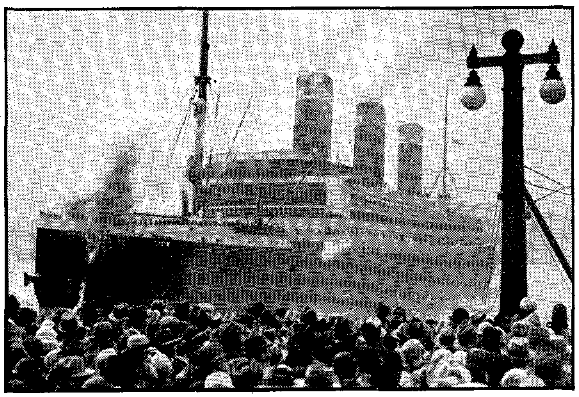
MAINE'S PLAYLAND DIVERSITY

SUMMER in Maine! What visions the Pinetree State arouses in our imaginations, and how rich the reality! Nature has endowed her with every attraction of ocean and inland vacation delight. And behind all lies a historic background. For, as one writer remarks: "Few people realize that Maine was the first section of the United States to be discovered, the first to be peopled, the first to hold religious worship, the first to erect a church, the first to build a home, the first to build a ship, and the first to have a chartered city."

PORTLAND GATEWAY

Come, then, to Maine, and to Portland, which, as the official description says, "is the center of this great Vacation Land and has within the radius of one hundred miles a greater variety of delightful features for tourists than exists within any similar area on the North American Continent." The same writer continues:

"Its unsurpassed beaches, wooded and rocky shores, beautiful islands, lakes, streams, forests, valleys, and mountains, reached by rail, by boat, or by motor over splendid highways, offer nearly every recreation and sport enjoyed by human beings.



© Pictorial-Press Photos

FIFTEEN HUNDRED TOURISTS SAIL FOR EUROPE

FAVORITE REGIONS

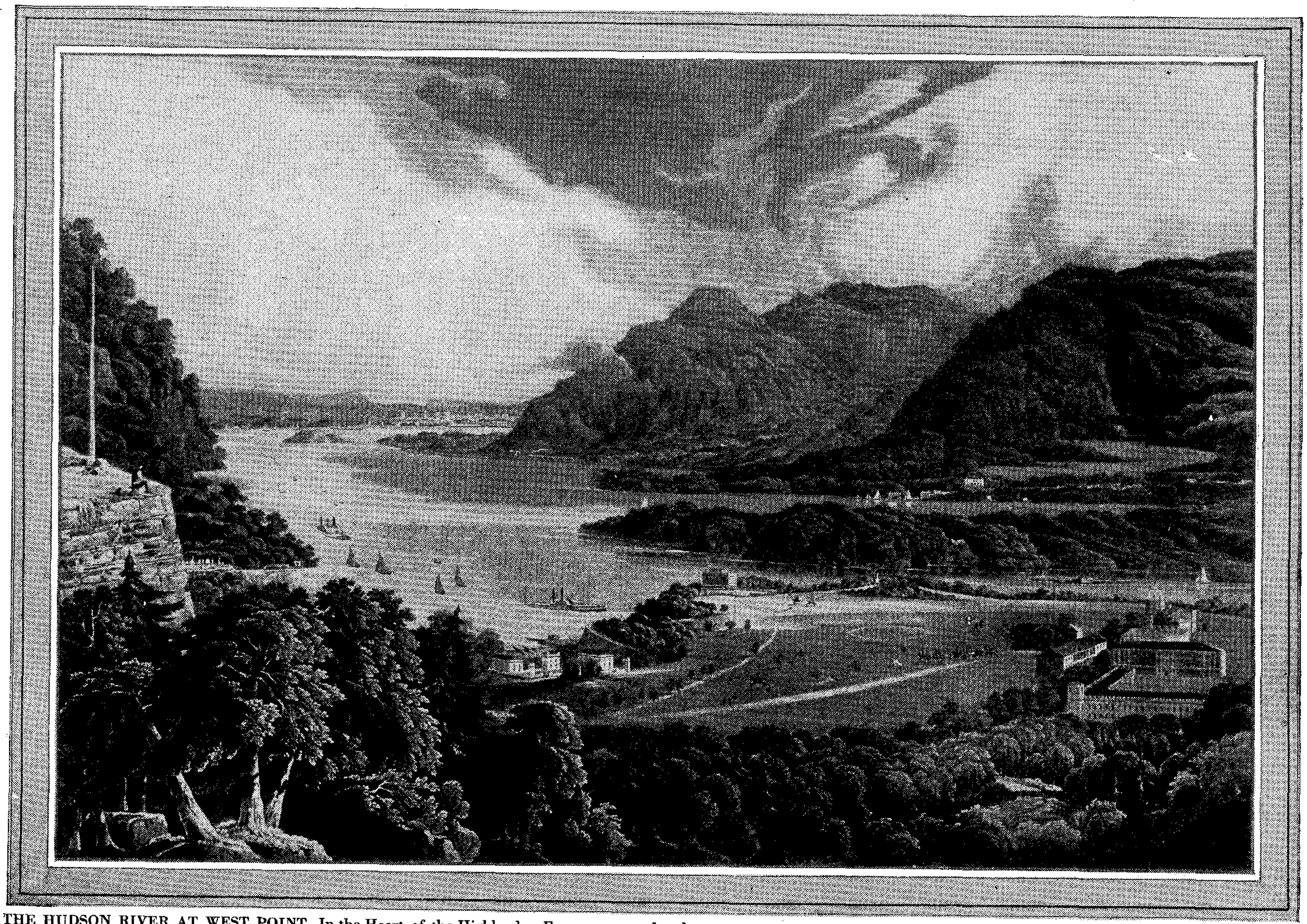
"It is the center from which many of the finest short trips in America may be taken. To the south are the beaches of Prout's Neck, Pine Point, Old Orchard, Biddeford Pool, the Kennebunks, Wells, Ogunquit, York Beach, and York Harbor. To the north, on the way to the White Mountains, is Sebago Lake, Naples, Long Lake, Lake Kezar, and the Bridgton country, holding a network of lakes and streams amid the foothills; beyond, in full view, is the celebrated Presidential Range, including Mount Washington. East of this is the Poland Spring, Belgrade Lakes, and Rangeley Lakes country, and still farther east is Moosehead Lake and the rivers and lakes of Penobscot, Aroostook, and Washington counties. Along shore eastward is the region of unsurpassed ocean scenery of Casco Bay, Harpswell, Orr's Island, Popham, Boothbay Harbor, Squirrel Island, Christmas Cove, Pemaquid, and Monhegan, and farther beyond are the Camden Hills, Penobscot Bay, Bar Harbor, and Mount Desert Island."

ACADIA NATIONAL PARK

On this Island of charm, with Bar Harbor as gateway, is located the Acadia National Park (formerly Lafayette National Park), which, as the Department of the Interior aptly describes as "a varied and beautiful exhibit of seacoast, mountain, and eastern forest," adding:

"There are more than a dozen mountains in the group, which is cut into two parts by a fiord called Somes Sound. Freshwater lakes lie in the hollows. Forests of coast pines, cedars, and deciduous trees of many kinds border the lakes and mount the gray sides of the mountains. Innumerable shrubs and flowering plants decorate the forest aisles. The region is a wilderness typical of the noblest woodlands of the East.

"Chief of all is the mingling of mountain and sea. The waves lash their abrupt rockbound heights, beating hollows in their foundations, undermining the granite. From the mountain-tops gorgeous views are revealed of sea and sound, island and wooded mainland. The air is now fragrant with the breath of the forest, now charged with the savor of the sea. . . . (*Con't on page 43*)



THE HUDSON RIVER AT WEST POINT, In the Heart of the Highlands—*From a rare colored aquatint engraved by Robert Havell in 1858. Courtesy of Kennedy & Co., New York*

The only route to New York through the wonderful

HUDSON RIVER VALLEY

All New York Central Lines trains between Chicago and New York, and St. Louis and New York follow the famous Hudson Valley route.

The scenic beauty of this historic river is one of the natural wonders of America. Cutting its way through the Highlands of the Hudson—rich in the history and story of Colonial and Revolutionary times—this great stream is like a Norwegian fjord. The ocean tides ebb and flow all the way from New York Harbor to Albany, a distance of 140 miles.

New York Central's overnight limiteds between the Atlantic coast and the Mississippi Valley run along the east shore of the Hudson, giving an ever-changing panorama of river and mountain scenery.

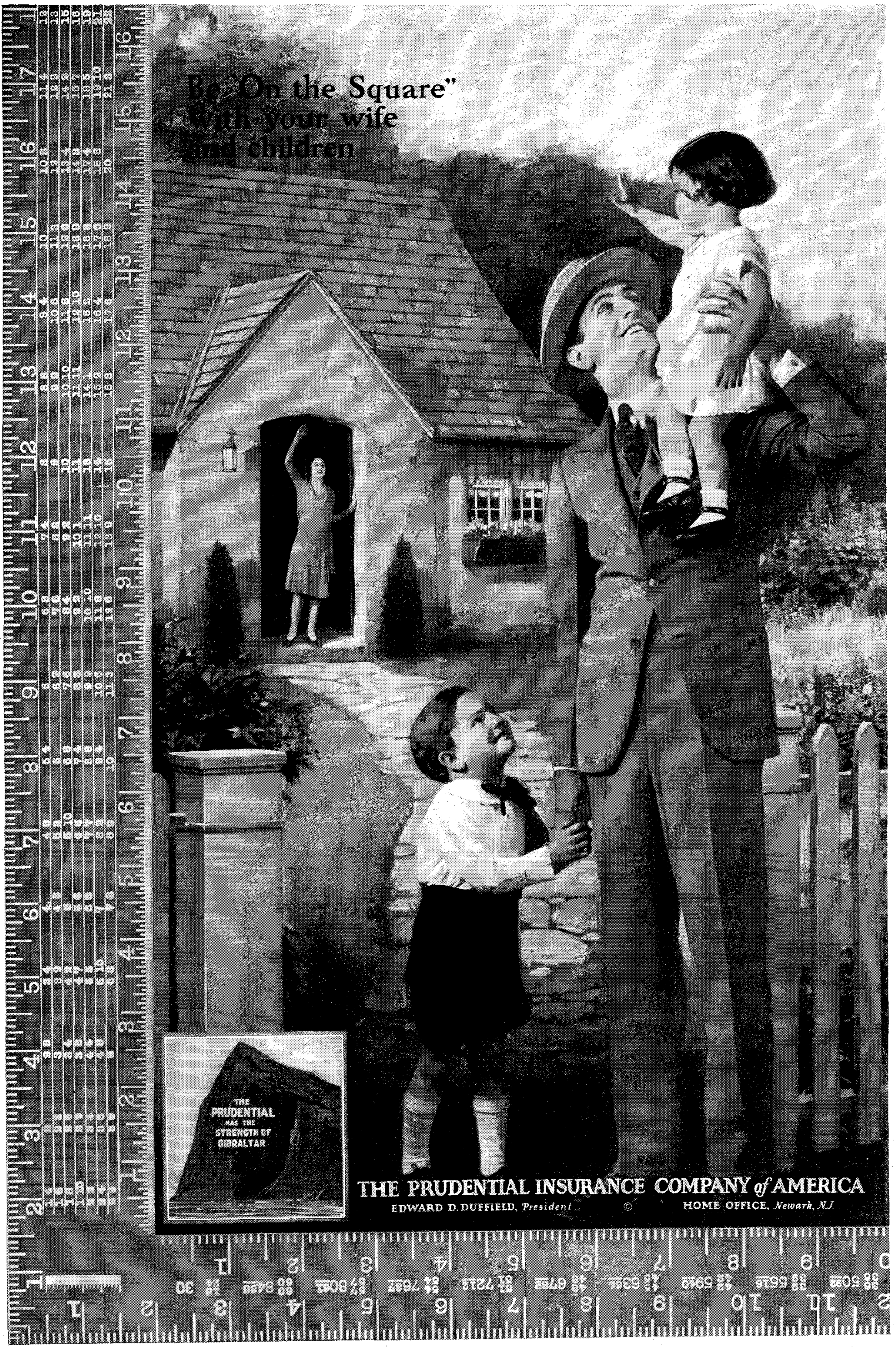
Among the sights of the journey are the colorful Palisades, the Sleepy Hollow country of Washington Irving, the storied Tappan Zee, the majestic Highlands, the picturesque West Point Military Academy, Storm King Mountain, the Catskill Mountains where Rip Van Winkle had his long sleep, the great river steamers, the old Dutch towns nestling along the shores, and the broad reaches of the river below Albany.

The New York Central main line between Chicago and Boston and New York is doubly protected by automatic electric block signals and the new Automatic Electric Train Stop.

The Hudson Valley is the eastern section of New York Central's unique *water level route* between the East and the West. The four-track steel way strikes through the Appalachian Mountains west of the Hudson River at the only low level pass in the entire range. It is this natural advantage that makes New York Central such a comfortable route, as well as one of the world's famous scenic highways.

NEW YORK CENTRAL LINES

TWENTIETH CENTURY LIMITED . . . CHICAGO . . . NEW YORK . . . NEW ENGLAND ~ *SOUTHWESTERN LIMITED* . . . ST. LOUIS . . . NEW YORK . . . NEW ENGLAND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HOME OFFICE, Newark, N.J.

Summer Playgrounds—*Continued*

"Besides nature's rich endowment, history adds its charm. This was the first land within the United States which was reached by Champlain; it was in 1604. The first European settlement in America north of the Gulf of Mexico was here. The mountains bear names which memorialize its French and English occupations and its many associations with the romance of early days."

MAINE'S TRAVEL ROUTES

Maine's coast and river ports, including Portland, Boothbay Harbor, Rockland, Penobscot River landings, Blue Hill, Penobscot Bay, Mt. Desert Island (Bar Harbor), and Eastport, are served by various divisions of the Eastern Steamship Company's fleet. Maine's rail arteries include the following lines:

The Boston and Maine from Boston, Worcester, Massachusetts, and Troy, New York, with connections at each of these sources, carries heavy tourist traffic to Portland, there to be distributed throughout the State.

From Portland, Brunswick, Rockland, Bangor, and Eastport reach divisions of the Maine Central Systems for Rangeley Lakes, Moosehead, and Mt. Katahdin regions, also serving as a rail link between New England and Maritime Canada.

From the Dominion into Maine come divisions of each of its great rail systems. The Canadian Pacific provides through service from the North and East to Boston and Portland through connecting lines, while the Canadian National Railways has its own line to Portland and service to Boston via Boston and Maine.

Northern Maine points are also reached from Searsport on Penobscot Bay by the Bangor and Aroostook Railroad.

NEW HAMPSHIRE'S VARIED ATTRACTIONS

Since stage coaches rumbled northward from Boston, three regions of the Granite State have been sought and beloved by tourists—ocean, lake, and mountain. Let us then read New Hampshire's official proclamation of this trinity:

CROWN OF NEW ENGLAND

"With eighty-six mountain peaks in an area of 1,270 square miles, diversity of scenery is seldom found in such a limited space as is presented by the White Mountains. Here are towering forest-skirted summits, intervales, lakes and mountain streams—in fact, the presence of water in its every variety of form is one of the charming features of this renowned region. The White Mountain National Forest consists of about 435,000 acres and includes several mountains over 5,000 feet high. Mt. Washington, 'The Crown of New England,' rises 6,293 feet. From its summit one may enjoy the broadest view east of the Rockies, a magnificent panorama, extending 100 miles in all directions."

Excellent roads penetrate the famous "Notches," including the Franconia with its "Great Stone Face" graven by nature upon Profile Rock and now a State Park; the Crawford, through which flows the Saco River, also a State Reservation; the Pinkham with its cascades, and the Dixville with its charming Gloriette Lake.

Bethlehem is the White Mountain crossroads, and Maplewood, Littleton, Lancaster, Jefferson, Gorham, Jackson, Intervale, North Conway, Bretton Woods, North Woodstock notable resort centers.

LAKE REGIONS

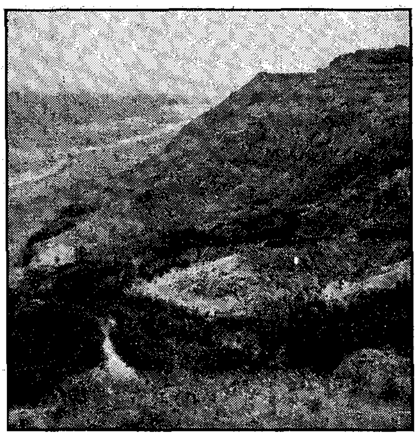
"One-sixteenth of the surface of New Hampshire is covered by water," says the same authority; "there are about 600 lakes and ponds in the State, of various sizes and altitudes. The larger and more important include Lakes Winnepesaukee, Squam, Sunapee, Newfound, Winnisquan, and Ossipee.

Winnepesaukee, the largest lake in New Hampshire, is one of the most beautiful bodies of water in the world. It has a perimeter of 184 miles, consisting of beautiful bays and charming coves. It is dotted with hundreds of islands, the largest being in excess of 1,000 acres. The length is over twenty-five miles, and the maximum width over ten miles.

OCEAN BEACHES

"No less than for its far-famed mountains and the incomparable beauty of its lakes, New Hampshire is also renowed for its delightful shore, every mile of which contributes to one of the most charming reaches that make up the contour of the Atlantic coast line. Beginning with the broad sweeping sands of Hampton, with all the enchantments of surf-bathing, there is next encountered Rye, with its bold and rocky shore line interspersed with stretches of hard sandy beach; and then Portsmouth, historic city by the sea, with its quaint homes and no less quaint and more pretentious mansions, impressive landmarks of colonial days, which once housed royal governors. Here, in one of the most beautiful harbors in the world, the United States Navy was born, when in 1779 John Paul Jones built the *Ranger*, the first American battle-ship to raise the Stars and Stripes.

"Seven miles off the coast of Portsmouth are the Isles of Shoals, with which there is connection by steamboat during the vacation season."



Courtesy of New England Council

HIGHLAND LIGHT, CAPE COD

TRAVEL ROUTES

Into the White Mountain region from the south penetrate various divisions of the Boston and Maine System, with connections at Boston, Worcester, Springfield, Massachusetts, and Troy, New York. The Maine Central provides a direct route from Portland, Maine, through mountain and lake regions.

GREEN-MOUNTAINED VERMONT

"There is something more than alliteration in the natural association of the words Vermont and vacation," says that State's secretary of state. "Vermont offers a great variety of scenic attractions, but the central feature literally is the Green Mountains, one of the great attractions of New England. These mountains are more than an incidental feature. They fill the State with their presence and are everywhere in evidence. A vacation spent in the Green Mountains will permit a great variety of interesting trips to lake and mountain resorts."

PEAK TO PEAK

In serried rank the summits extend over the length of Vermont from the Massachusetts line to the Canadian border.

Mt. Equinox overlooks long-popular Manchester. Giant Haystack rises beyond. Killington Peak, a few miles from Rutland, has expansive views. The Camel's Hump overlooks the entire Champlain Valley and beyond. Mts. Gore and Monadnock look down upon miles of the Connecticut Valley. Mt. Mansfield, with its Smugglers Notch and scenic road, dominates the entire range. From Jay Peak, sentinel of the north, one may see Mt. Royal at Montreal on a clear day. Over this entire backbone of the Green Mountains extends the fascinating Long Trail, a hiker's paradise.

CHARMING LAKES

"Nowhere in Vermont can one get away from the lakes or the mountains. There are in the State approximately four hundred lakes and ponds large enough to receive names and to appear on maps; and at least one thousand mountain peaks exceeding two thousand feet in height. The proximity of lake and mountain and river valley adds a peculiar charm and a pleasant variety to the Vermont landscape, and affords the traveler a frequent recurrence of delightful scenic surprises.

"For its beauty of situation, Lake Champlain may appropriately be called 'the Queen of American Lakes.' For its wealth of historic associations, every year it is becoming more famous as a place of pilgrimage."

Among the other lakes of Western Vermont are Bomoseen, largest of Vermont's lakes wholly within her borders, and, a little way north, Hortonia and Lake Dunmore—a few miles beyond Brandon—with many scenes in "The Green Mountain Boys." The eastern lakes include, among others, Willoughby, mountain-walled; Crystal, named by the French Belle Lac, and Caspian, with pastoral surroundings. On the northern border and shared with the Dominion are Memphremagog, thirty miles long, mountain-lined and island-dotted, with Owl's Head and Mt. Elephantis overlooking it. Besides these idyllic lakes there is the attractive scenery of the Connecticut River Valley along Vermont's eastern border.

GATEWAY CITIES

From the west Vermont's principal approaches are through Bennington, Rutland, and Burlington, the last-named city being on the over-island scenic highway leading to Canada. From the east Vermont welcomes her visitors through Brattleboro, Bellows Falls, White River Junction, Montpelier, St. Johnsbury, and Newport.

VERMONT'S ARTERIES

Vermont's highway system provides north-and-south arteries on each side of the Green Mountain Range, joined by crossroads threading their east-and-west valleys. In addition there is the main Lake Champlain gateway at Burlington, reached by lake steamers. Rail arteries include the Central Vermont; the Rutland; Delaware and Hudson, and the St. Johnsbury and Lake Champlain.

MASSACHUSETTS BEACHES AND HILLS

With her feet upon the sandy coast of the Atlantic and her back against the Berkshire Hills, the Commonwealth of Massachusetts welcomes thousands of summer vacationists.

SALT-WATER RESORTS

Marthas Vineyard and Nantucket Island are fairly steeped in the spirit of the sea, past and present. They are approached from New Bedford, itself a city of the sea, for in past days it was America's greatest whaling port.

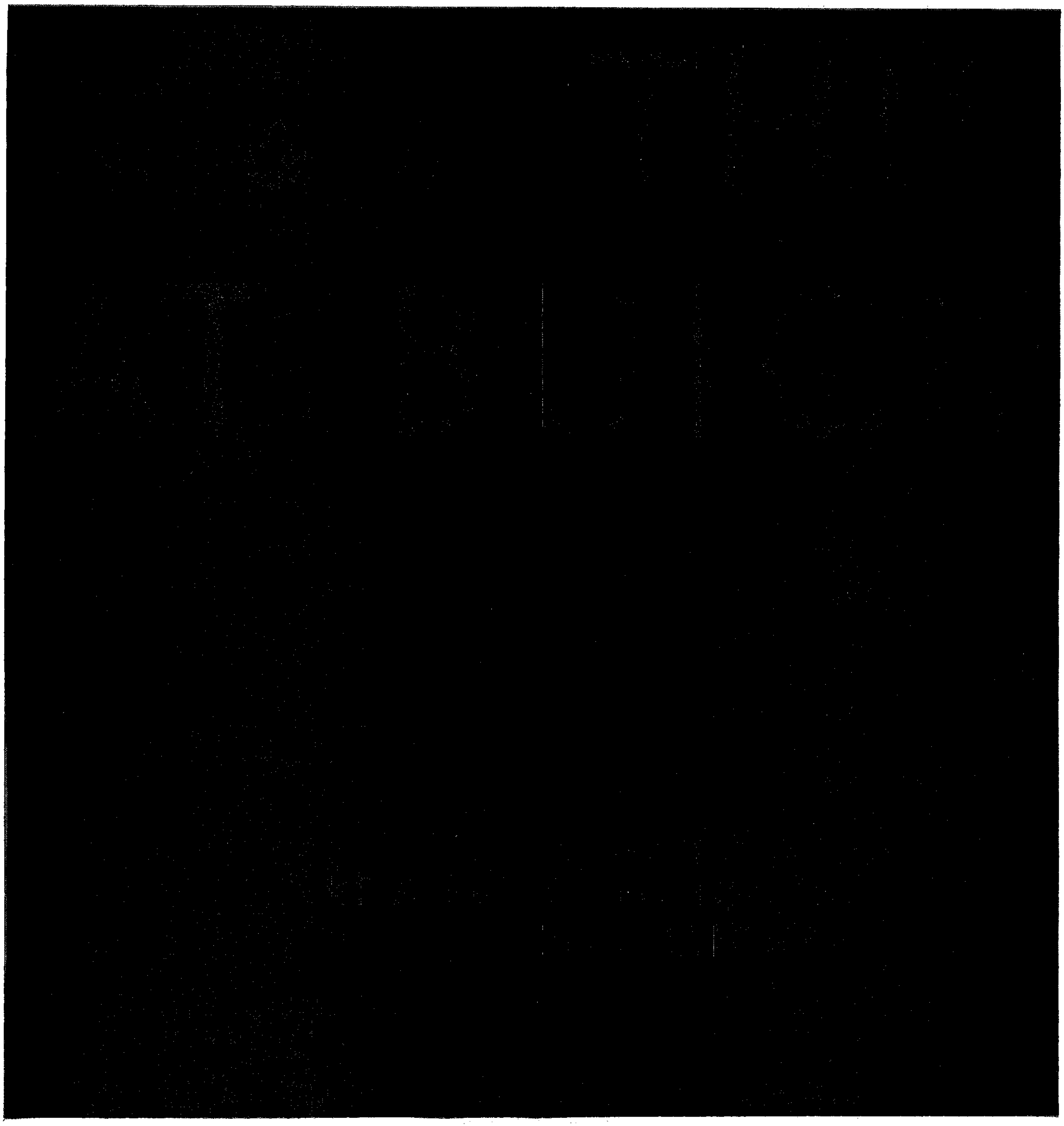
The Cape Cod Country, with its dunes, bluffs, and quaint towns, such as Sandwich, Barnstable, Yarmouth, Wellfleet, Truro, Provincetown, Chatham, Hyannis, are the haunts of happy cottagers.

Historic Plymouth, with its treasured historical associations, and the Captain's Hill of Duxbury, with its majestic monument bearing the granite figure of Miles Standish, carry us back to *Mayflower* days.

Beyond Boston stretch the select oceanside towns and beaches of Marblehead and Beverly, near historic Salem, Magnolia, and the rugged shores of Gloucester.

WESTERN HILLS

"The verdure-clad wall to a garden"—so one writer poetically describes the Berkshires, looking down upon the pastoral beauty of the winding Housatonic River. Inviting New England towns nestle under



FOR more than twenty-five years the motoring world has paid tribute to Buick engineering, Buick craftsmanship and Buick ideals of enduring value. Now the accumulated experience of these years of leadership has been focused on a new car —the Marquette. And in this new car are offered, at a price within the reach of millions, all the priceless advantages of Buick manufacture.

In appearance, the Marquette expresses the tempo of the age without conforming to accepted pattern. In every phase of performance, it demonstrates abilities that set it apart entirely from all cars of comparable price. In basic value, it embodies the added margin that Buick's experienced craftsmanship and great production facilities make possible.

Millions have long wanted such an automobile as the Marquette—many to enjoy Buick ideals of dependability and uninterrupted service in a car priced within their means, many to have a second car in keeping with the standards their Buicks have created for them. Every motorist will realize instinctively that the presentation of the Marquette is an occasion well worth attending. Visit the Buick showroom Saturday, when this eventful new car will be on display.

* * *

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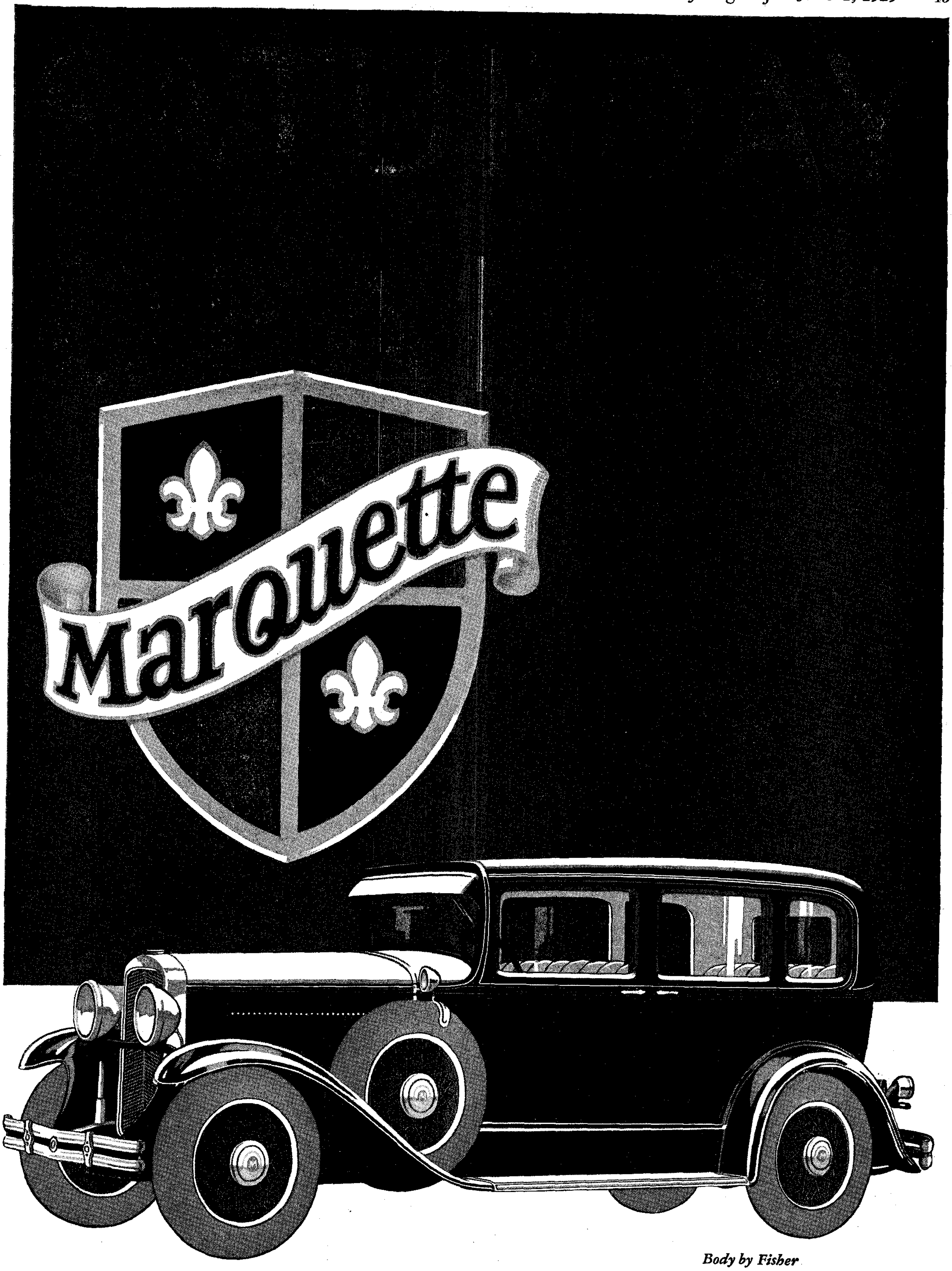


Body by Fisher

BUILT BY BUICK

WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM

Summer Playgrounds—*Continued*

their eastern brow. Great Barrington, home of the poet Bryant, trim and elm-shaded; Stockbridge, where Jonathan Edwards preached words of wisdom to the Indians; Lenox, immaculate and the rendezvous of wealth—these and many other communities make this region a joy to those who like pleasing natural scenery and home surroundings of good taste.

Many well-kept golf courses and Massachusetts' excellent highway system offer diversion for golfers and motorists.

ROUTES OF TRAVEL

Like the strands of a cobweb, the New Haven System, with its supplementary motor-coach services, covers the State; while through central Massachusetts extends the Boston and Albany division of the New York Central System, both this and the New Haven connecting with the Boston and Maine System at Worcester, Springfield, and Boston for northern New England points.

Water routes to Massachusetts ports, including Fall River, New Bedford, Martha's Vineyard, Nantucket, and Boston, are provided by either the New England Steamship Company or the Eastern Steamship Line, the latter operating from New York to Boston via Cape Cod Canal.

"LITTLE RHODY'S" RESORTS

"Perhaps to compensate for her restricted area, Rhode Island has been richly endowed by nature with a great variety of beauty," says the State's official booklet. "Traveling through this tiny State, you encounter an ever-changing panorama of sea and sky and rolling hills."

FAMOUS WATERING PLACES

The deep indentations of Narragansett Bay give the little State a coastline of four hundred miles, upon which face such famous resorts as Watch Hill, Narragansett Pier, and Newport.

Off shore, and belonging to Rhode Island, lies Block Island, long a favorite with yachtsmen vacationists.

The interior region is traversed by a network of excellent roads disclosing hills, lakes, streams, and Colonial landmarks in this land of Roger Williams.

WAYS TO GO

Rail communication is provided by the New Haven System, and water approaches by New England Steamship lines between New York, Newport, and Fall River, Providence and the Colonial Line between New York and Providence.

CONNECTICUT HILLS

From Berkshire meadowlands of Massachusetts flows the Housatonic River diagonally across Connecticut, joining the north-and-south valley of the Naugatuck. Between the two rise the Litchfield Hills with their charming old colonial "hill towns," where some of New England's earliest settlers built their homes.

LITCHFIELD CHARMS

As Walter Pritchard says: "It is a mountain country with a distinct individuality of its own. It is not like the Berkshires, it is not like the Green Mountains. Its human history is older, too, and its ancient dwellings of much greater interest. And yet, until recent years, its very proximity to New York, coupled with the broken character of the hills, has kept all but a few of its towns or beauty spots a sealed book to the tourists, and even to-day mile after mile of upland road or splendid river gorge is serenely pastoral or rugged and wild, quite as a century ago."

Up the winding Shepaug River we may follow a gorge which in the West would be designated canyon, to Roxbury, Washington, New Preston—approach to Lake Waremaug, Bantam—Connecticut's largest lake—and on to Litchfield, with its historic green, faced by homes of the purest Colonial architecture, among them the Wolcott house built in 1752.

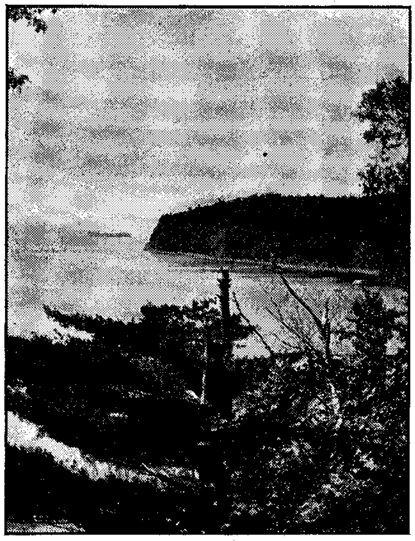
Northward the region of streams, lakes, and domes continues to Norfolk, where another village green is the center of what sometimes is called Connecticut's Lenox, a veritable dream-town, with its famous music festivals, charming library, and exquisite gardens.

West of Norfolk are the Twin Lakes under the brow of lofty hills, and beyond them age-mellowed Salisbury and "well-groomed" Lakesville and Sharon.

All this Litchfield section is accessible by the New Haven System and by excellent Connecticut roads.

NEW YORK'S VACATION EMPIRE

"To-day," says the New York *Times*, "New York State, one of the first to acquire park land, maintains an overwhelming leadership in the extent and use of State park areas and in the amount of money expended on them. The Palisades Interstate Park, a small part of which extends into New Jersey, has far more visitors each year than the entire national park system."



Courtesy of State of Vermont Publicity Department

CHAMPLAIN'S BAYS AND HEADLANDS NEAR BURLINGTON

New York City itself is thronged with summer visitors enjoying its rich feast of entertainment, while bridges, tunnels, steamboats, and rail lines provide gateways to innumerable ocean and inland vacation objectives.

LONG ISLAND'S PLAYGROUNDS

"Long Island, known as 'The Island of Shells' by the Indians, with its sandy beaches, its splendid system of highways, and its State parks, is to-day becoming the playground of countless thousands," remarks the booklet of the State Council of Parks. "State parks have been developed along the South Shore, where the blue of the Atlantic is the background, as well as along the North Shore, with its wooded knolls and where the waters of Long Island Sound glisten in the sunlight." In addition to the State Reservations are quaint interior towns; modern resort communities such as the fashionable Hamptons, Moriches, and Shinnecock of the South Shore; the elaborate new creation at Montauk, almost at Long Island's tip-end; and the estate regions of the North Shore, with its bays and forests, such as Northport, Huntington, Oyster Bay, and the like.

HUDSON RIVER

Scenic beauty, historic drama of the centuries, and legend combine to give the Hudson River a variety of charm such as few other waterways possess. The western shore is bordered for twenty-two miles by divisions of the Palisades Interstate Park; there are thirteen miles in the famous Palisades section, five in the Hook Mountain section north of the Tappan Zee, three in the Bear Mountain section—the eastern portion of the 42,500 acres of the Harriman Division, embracing the wild and picturesque hinterland of the Highlands—and one mile in the Storm King section, through which runs the Storm King Highway, one of America's most scenic motor routes. Another reservation is the Stony Point Battlefield.

On the trip from New York to Albany, historic reminders pass in almost constant review—the scenes of Irving's legends, of Arnold's treachery, of Wayne's heroic Stony Point charge, Washington's Newburgh Headquarters, and scores of others.

CATSKILL RETREATS

Rocky glens which, following the Dutch designation of cleft, are known as cloves; silvery streams; quaint villages founded by the early settlers from Holland; Washington Irving's legends—all these create the atmosphere of the Catskill Mountains, 160,000 forest acres of which are owned by the State of New York. The Hudson River gateways are at Kingston, where New York's first legislature met in 1777, and at Catskill, near the present site of which Henry Hudson anchored his *Half Moon*. The western gateway is from Oneonta through the charming Stamford region.

NATURE IN THE BERKSHIRES

Panoramic views from the eastern heights of the Catskills include the blue skyline of the Berkshire Hills, in the New York portion of which is the wild beauty of mountain, glen, and cascade included in the four thousand acres of the Taconic State Park, adjoining reservations of Connecticut and Massachusetts, the approach being from Copake Falls on the Harlem Valley State Road Route and the Harlem Division of the New York Central System.

HELDERBERG FORMATIONS

From the upper reaches of the Hudson, south of Albany, the Helderberg Range may be seen outlining the western horizon. On the brink of its escarpment are the unique rock formations of John Boyd Thatcher State Park, fifteen miles west of Albany.

SARATOGA'S WATERS

Through the wilderness trails on moccasined feet came generations of Iroquois to the healing waters of the Great Spirit. Hither from his home on the Mohawk they bore ailing General Sir William Johnson, first white man to visit the curative springs. Sir William's health restored, he returned part way on foot. So the fame of Saratoga Springs spread throughout the colonies, and later General Washington sought to purchase them. Ante-bellum Saratoga became the vogue of fashion, and now as a State Reservation of New York it is visited by tens of thousands. There are three parks upon the State Reservation—Geyser Park, High Rock Park, and Lincoln Park—while Congress Park, near by, is the property of the City of Saratoga; upon all of these, much careful thought and large sums of money have been expended. Baths have been perfected, and internal use of Saratoga's various waters has been reduced to medical science.

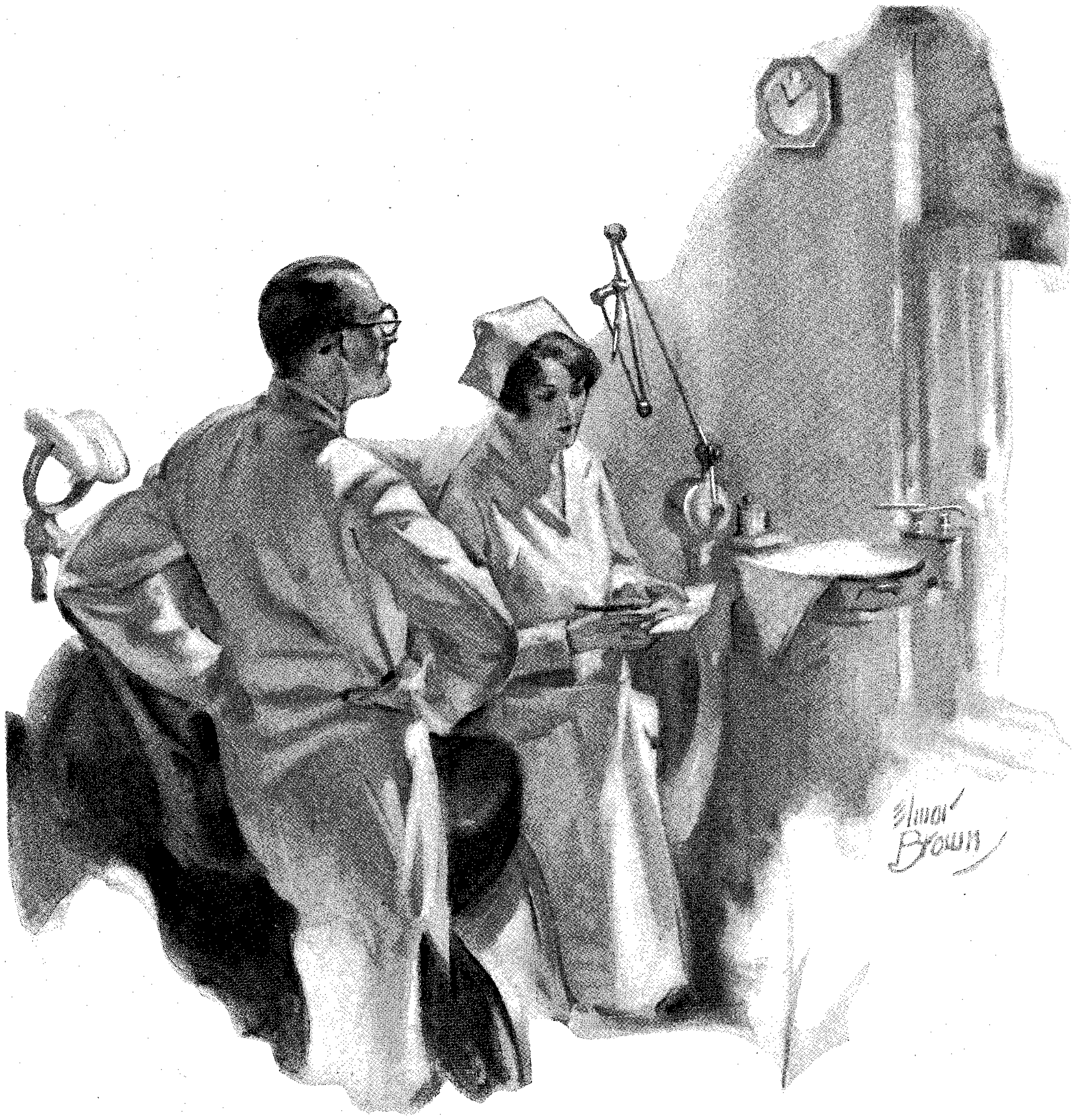
BURGOYNE'S SURRENDER

At Schylerville, east of Saratoga Springs, are the historic scenes of the Saratoga Battlefield, now a State Reservation. Here occurred the momentous surrender of Burgoyne to Gates, upon which hung the fate of the colonies.

MILESTONES OF A HISTORIC TRAIL

Saratoga is directly on America's most historic trail. To quote again from the State Council of Parks: "In earliest colonial history the French from their settlements in Canada and the English from

(*Continued on page 51*)



Who Stole This Dentist's Hour?

There are men and women who consider it their privilege to break an appointment with the dentist for little or no reason. Many are habitually late.

Now, your dentist's day must be carefully planned, especially if his time is divided between laboratory and chair. His work is confining and arduous. He earns his money.

Increasing costs of overhead and assistance, improved standards of cleanliness and equipment all combine to make it difficult for the dentist to earn a fair profit, a living commensurate with his education and value to society.

When you have an appointment with your dentist be on time. If, for real cause, you cannot be there, try to notify him the day before.

Give your dentist opportunity to render you the valuable service for which he has trained and studied. Go to him for regular examination as frequently as he suggests.

Encourage your family, your employes to this custom, too. Oral health safeguards body health; helps to prevent dread ailments such as rheumatism, neuritis, and stomach, heart and kidney troubles. Surely and sensibly, always "Do As Your Dentist Tells You."

Lavoris Chemical Company
Minneapolis, Minn., Toronto, Ont.

This is Advertisement No. 3 of the Lavoris Reciprocation Program tendered the American Dentist in appreciation of more than 25 years' acceptance and good will

Make a Lavoris mouth wash part of your daily toilet. Use at every brushing and enjoy the pleasant, safe, refreshing feeling of a clean mouth. Lavoris "sweeps" away food particles, and dentifrice and tissue debris—you can see it!

Ask for Lavoris by name. Refuse imitations. At drug counters everywhere in large and small bottles.

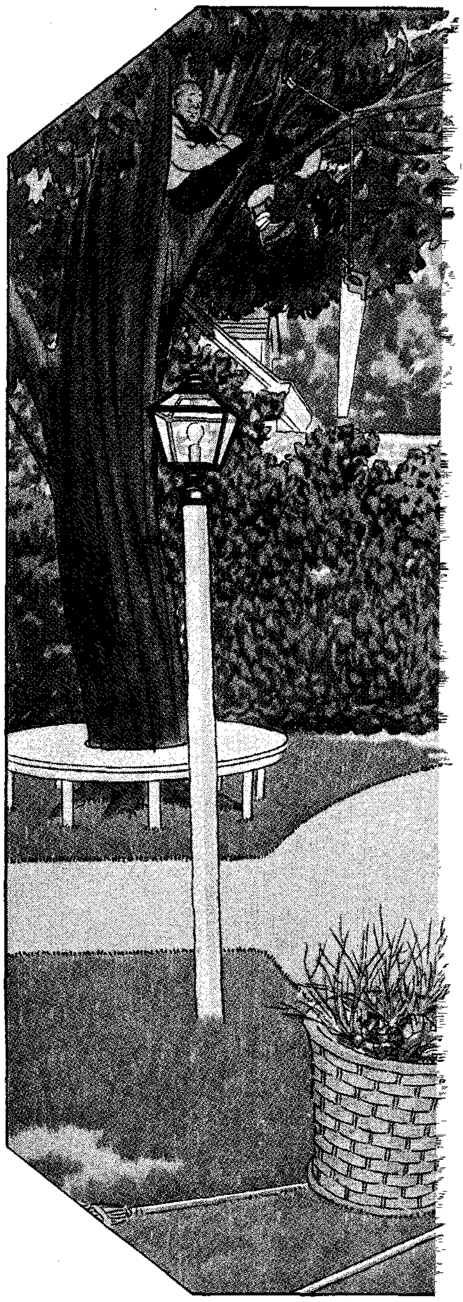
© 1929, L. C. Co.

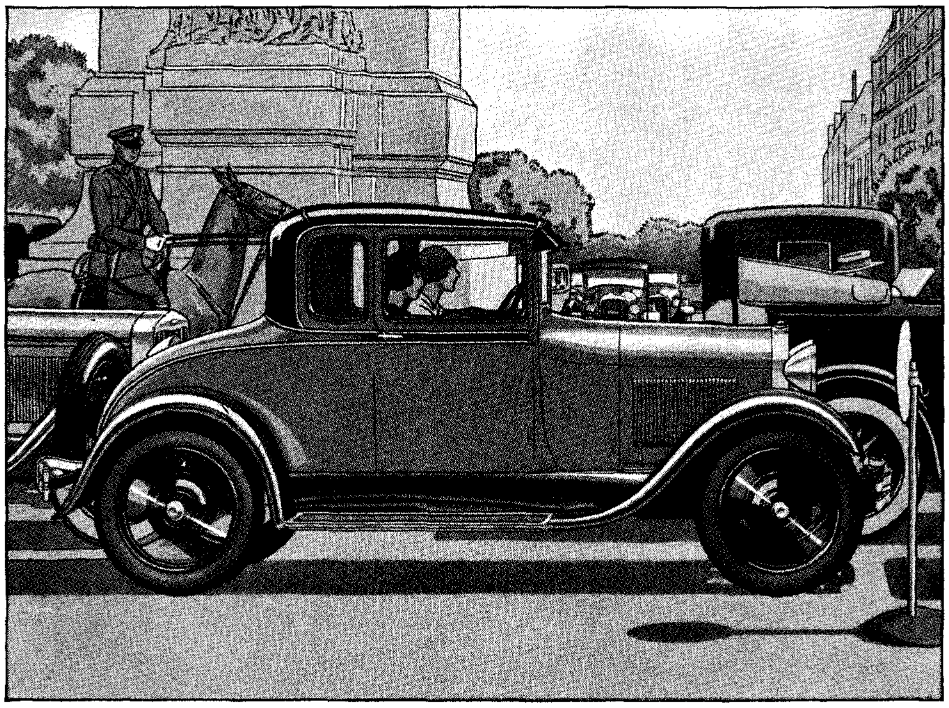
Economical Transportation *for* All *The* People

TWENTY-ONE years ago, when the Model T was first made and again in December, 1927, when the new Ford was introduced, the policy of the Ford Motor Company was announced in these words—

"We will build a motor car for the great multitude. It will be large enough for the family, but small enough for the individual to run and care for. It will be constructed of the best materials, by the best men to be hired, after the simplest designs that modern engineering can devise. But it will be so low in price that no man making a good salary will be unable to own one."

Nearly seventeen million Ford automobiles have been made since this announcement was first printed. The passing years have brought many changes—in appearance—in performance—in manner of manufacture. But there is one thing that has never changed—the fundamental idea behind the Ford car.

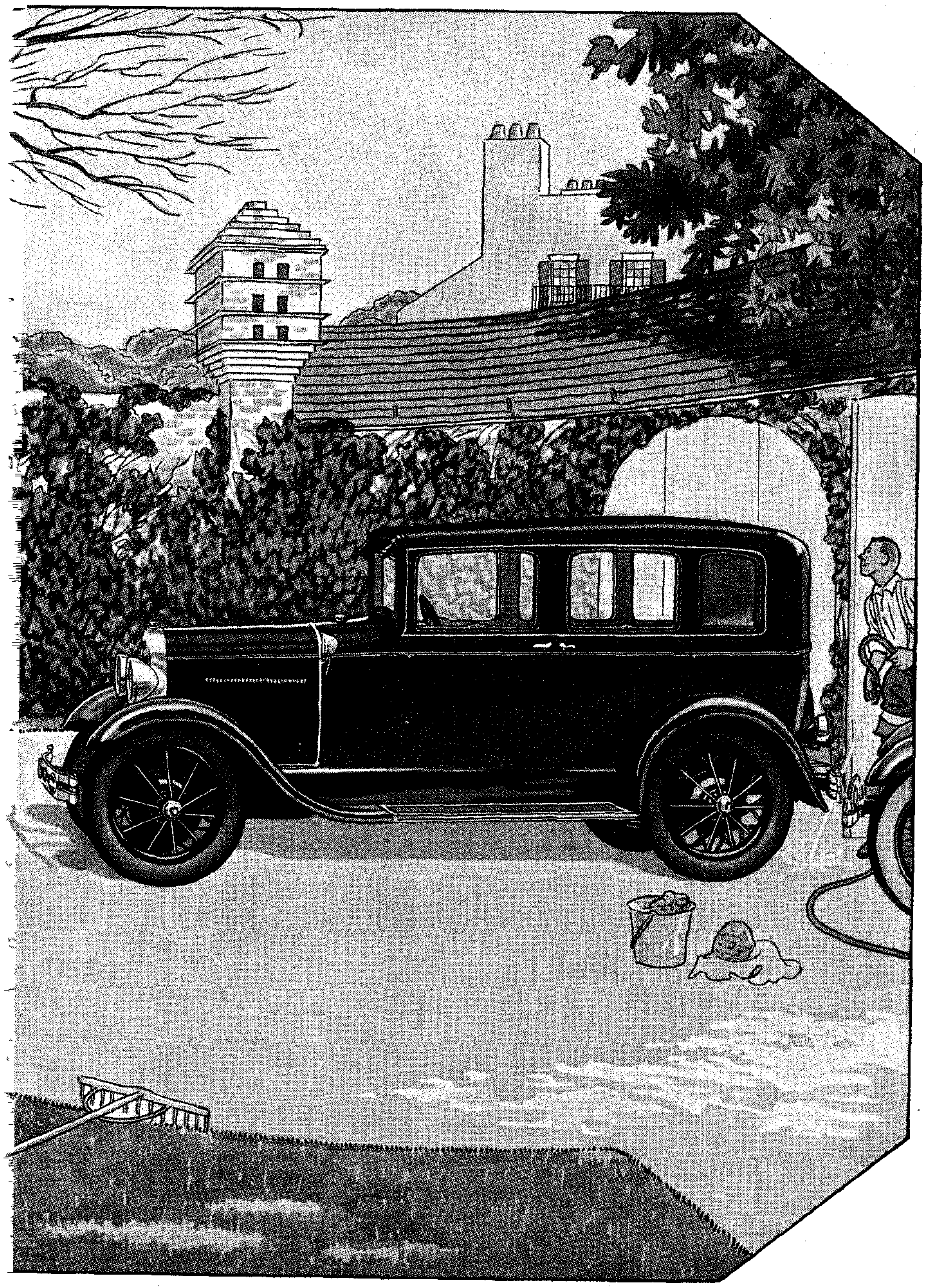




The Ford Motor Company was formed and exists today, not merely to mak automobiles—not primarily for sales o profits—but to provide economical transportation for all the people. Far mor important than the car itself is the pa it plays in the lives, the happiness, an the prosperity of millions of people.

Before the Ford was introduced th automobile was considered more or les as an expensive toy, for only the wealth to drive. There was no conception of i uses and possibilities as we know the today. It was accepted in much th same manner that the airplane wa accepted five years ago. Great emphas was placed upon its racing speed an very little upon its practical utility.

The Ford Coupe, like all the new Ford cars, has a Tr plex glass windshield. This is so made that it will n fly or shatter under the hardest impact. It is a partic larly important safety feature in heavy traffic.



FEATURES
OF THE NEW FORD CAR

Silent, fully enclosed six-brake system

Four Houdaille hydraulic double-acting shock absorbers

Triplex shatter-proof glass windshield

Eleven body types and choice of a number of colors in every passenger body type

Quick acceleration

55 *to* 65 *miles an hour*

Vibration-absorbing engine support

Smoothness at all speeds

Alemite chassis lubrication

Tilting beam headlamps

Reliability and economy

e new Ford Town Sedan. Richly upholstered and pointed in the manner of a custom-built car. Driver's t is adjustable. Rear compartment has bow light, k curtains at rear and rear quarter windows and vible robe rail. Deeply cushioned rear seat has the new center arm rest and arm rests at each side.

With the coming of the Ford, hower, it became possible for men in all alks of life to enjoy the benefits of ansportation that formerly had been nited to a fortunate few.

A great change came over the couny and with it a new prosperity. By eing the movements of men, the Ford o freed their thoughts and created w opportunities. The barriers of time d distance were broken down. Good ads followed close behind the autobile and the isolation of country districts disappeared. The nation grew as people learned to use this newly developed horse-power and fit it to their needs.

Into the hands of men of moderate means—to the workers in factories—to the toilers on the farm—was given a means to increase their income and enjoy the leisure which that increased income should bring. The working day became shorter because men could do in eight hours the tasks that previously had taken ten or twelve—and do them better. Always it should be remembered that we do not have automobiles because we are prosperous. We are prosperous because we have them.

Today, with all its improvements—with all its new beauty of line and color—with all the betterments and changes that have been made during the past twenty-one years—the Ford is still "a motor car for the great multitude."

It is not just a new automobile—not just so many mechanical parts carefully put together to run on wheels—but Progress—Achievement—a part of the very life and fabric of the nation.

Business of every kind moves forward at a faster pace because of it. To countless homes it brings the rewards of widening opportunity, happiness, and priceless hours of relaxation in the open air.

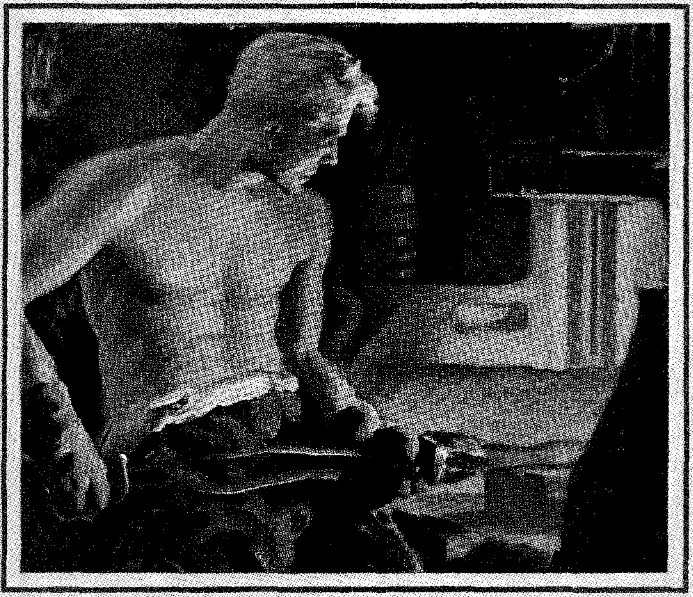
All of this not merely because of its safety, its comfort, its reliability, its speed, its acceleration, its ease of control, but because of a fundamental purpose that is greater than all of these. Because, in larger degree than ever, it provides economical transportation for all the people.

Ford

FORD MOTOR COMPANY
Detroit, Michigan

PACKARD

Only where talent and industry are rewarded, can the highest standard of quality craftsmanship be maintained



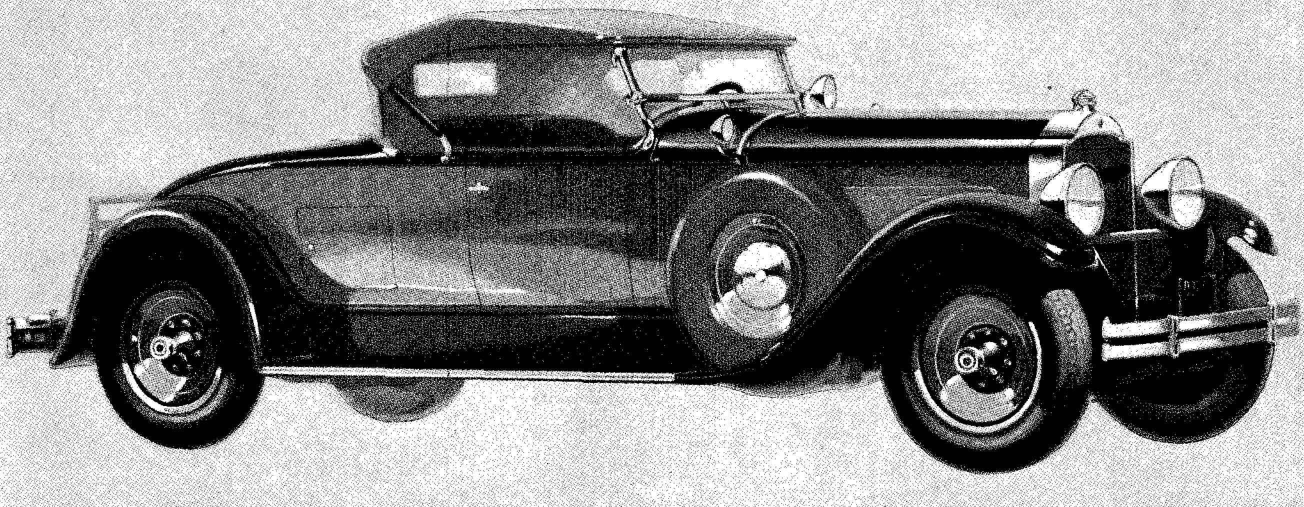
Packard men are carefully chosen. Their native skill is enhanced by Packard training. Inspection is rigid, but supervision is friendly and helpful. Initiative is fostered—aptitude rewarded. Merit may be sure of recognition.

The human element is all-important. No other factor—design, engineering, methods or materials—overshadows craftsmanship in its contribution to Packard quality.

And so at Packard there has been developed an organization of automobile artisans, schooled to one standard of quality workmanship—the highest.

Thousands of Packard craftsmen have been at their duties for five and more years—hundreds upwards of a decade. Their loyal and intelligent co-operation has helped measurably to build Packard's priceless reputation for outstanding leadership in the fine car field.

ASK THE MAN WHO OWNS ONE



Summer Playgrounds—*Continued*

the Colonies contended for supremacy along the wonderful water route provided by the Hudson River, Lake George and Lake Champlain. Up and down this waterway swept marauding bands of Indians and rangers, and armies of brilliantly uniformed troops."

INCOMPARABLE LAKES

Mountain-bordered, island-dotted Lake George has a distinctive beauty excelled by few if any inland waterways in America or abroad, while just beyond, the broad expanse of Champlain is a spectacle to delight the nature lover. And the waters and shores of each lake are reminiscent of stirring scenes in our nation's early history. These begin at Lake George Village and continue to restored Fort Ticonderoga, built by the French in 1775, and to the remains of Crown Point and of Fort St. Frederick, preserved by the State. Northward, in the Plattsburg region, fought armies on land and contending fleets on the lake. To-day all is peace in waterside resorts delightfully located.

NORTH WOODS

Beyond stretch the mountains, lakes, streams, and forests of the Adirondacks, the great Adirondack State Forest of 2,000,000 acres providing New York's most famous vacation playground. Its balsam air, its facilities for wholesome sport, are world-famous. Into its most charming regions we may motor over superb State roads. From Lake George the southeastern approach leads to Chestertown, Schroon Lake, and Elizabethtown, thence to exquisite Lake Placid and the Saranac series and Paul Smith's. From Lake Champlain the eastern approach is to Elizabethtown and beyond from Westport. From the northeast the route from Montreal through Plattsburg enters the mountains near the scenic Ausable Chasm. From the southeast an approach leads from Utica through Herkimer to Raquette Lake.

THOUSAND ISLAND ENCHANTMENTS

Across northern New York the succession of playgrounds, beginning with Lakes George and Champlain and the Adirondacks, is continued by the St. Lawrence on its way toward the sea. All New York rivers are distinctive. The distinction of the St. Lawrence, bordering New York, is its Thousand Island fairyland. Clayton and Alexandria Bay are frequented by those to whom this idyllic Thousand Island region appeals.

FINGER LAKES

"According to an Indian legend, the Great Spirit, wishing to reward the Iroquois for their devotion, placed a portion of the happy hunting ground in what we now know as Central New York. The imprint made by the hand of the Great Spirit accounted to the Indians for the Finger Lakes.

"It is a land of hill-locked lakes, flashing blue and emerald in the sunlight; a land of grand and gloomy gorges, threaded by crystal-clear streams, flowing into crashing cataracts, dancing in cascades, leaping in stately waterfalls; a land of wild ravines, sequestered glens, and sylvan dells," says the Finger Lakes Association.

Lakes and gateways include Skaneateles with the town of the same name at its head; Owasco, with Auburn on its northern shores; Cayuga, with Ithaca at its foot; Seneca, having Watkins Glen, a State Park, and Glen Springs health resort at the south and Geneva at the north, Keuka with Hammondsport and Penn Yan at it opposite ends and Bluff Point State Park midway; Canandaigua, with the city of the same name at its northern end. The Enfield Glen, Cayuga Lake, Fellinore Glen, Taughannock and Lily Lakes States Parks are also in this region.

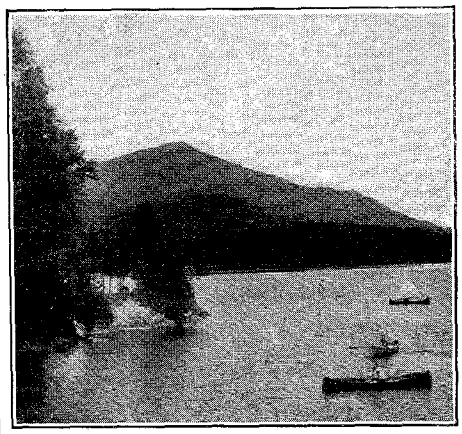
The chasm and falls of the Genesee, with six thousand surrounding acres, are preserved in the Litchworth State Park, while the Alleghany State Park protects a forested country in New York's southwestern corner.

CEASELESS NIAGARA

Generations have listened to the thunder of the great cataract which New York shares with Canada, and gazed from each vantage point fascinated by the green avalanche, the billows of spray and the gorgeous spectacle of its night illumination. Hardly less fascinating than the Falls themselves are the turbulent Whirlpool Rapids and impressive Niagara Gorge, the Belt Line Gorge Round trip, and a walk to Goat Island. The American Falls, Goat Island, Devil's Hole, and Whirlpool Park are embraced in the Niagara Falls State Reservation.

HOW TO GO

All Long Island points are reached by the Long Island Railroad from Pennsylvania Station, New York, through-summer-car service being handled from points beyond on the Pennsylvania System. Eastern, Northern, Central, and Western New York are reached by the New York Central System. From Albany northward to Lake George, Lake Champlain, and Adirondack points is the route of the Delaware and Hudson Railroad. Hudson River Navigation Company's night line. St. Lawrence River steamers are operated by the Hudson River Navigation Company's night line. St. Lawrence River steamers are operated by the Canada Steamship Lines, Limited. Southern or Western New York points are reached by the Erie, and the Ontario and Western Systems. Central and western points are on lines of the Lackawanna, and of the Lehigh Valley, and Pennsylvania Systems. Buffalo is the eastern terminus for Great Lakes shipping, and Lewiston and Rochester for Canada S. S. Lines' Lake Ontario Services.



Courtesy New York Central Railroad

WHITEFACE LOOKS DOWN ON LAKE PLACID

COAST TO COAST RAIL-AIR ROUTE

New York City is soon to be the Eastern terminus of the first transcontinental rail-air passenger service, reducing the time to the Pacific coast to forty-eight hours. This will be inaugurated about July 1st by the Pennsylvania Railroad, the Transcontinental Air Transport, Inc., and the Santa Fé Railroad. The journey between New York and the Pacific coast will be completed in approximately half the time required for the all-rail trip. Passengers will board the *American*, one of the Pennsylvania Railroad's limited trains, in New York at 6:05 P. M., travel by night on the train and the following morning will be transferred at Columbus, Ohio, to a waiting airplane. A daylight flight will then be made to Waynoka, Oklahoma. After dinner in the evening at Waynoka, a Santa Fé train will be boarded for another night's journey by sleeping-car to Clovis, New Mexico, where a plane will be used for the final lap of the journey to the Pacific coast, arriving either in Los Angeles or San Francisco late in the afternoon.

JERSEY'S BEACHES AND HILLS

"New Jersey is tripartite," says a writer in *American Motorist*, "the north a mass of hills, the center given over much to industry, and the wide and rolling plain of the south strung with summer resorts, both in the pines of the interior and along the sea beaches. And in each of these sections history has written on the face of the land and in the character of its sons with an indelible hand."

THE FORTY BEACHES

"From Cape May at its southern extremity," as one writer remarks, "to Long Branch on the north, is a coast line replete with charm for the summer vacationists. Here, dotted with a succession of attractive resorts, is found a paradise for pleasure seekers, with 160 miles of delight, where the sun shines bright and the joys of seashore life invite."

Behind the ocean front for many miles stretch bays and inlets, providing for both still-water and surf bathing.

Cape May, at the southern tip, for generations has been a favorite seashore resort. Atlantic City, the year-a-round, welcomes millions to its stately hotels, to its six-mile-long boardwalk and beach, and to its piers jutting out over the salt waves. Spring Lake and Sea Girt are select summering places. Long Branch and its neighboring beaches have been long famous.

MOUNTAINS AND LAKES

Northern New Jersey is a region of streams and mountains in high favor with canoeists, anglers, and summer cottagers. The western gateway to the lakes and mountains of the Harriman section of the Palisades Interstate Park is from the Ramapo Valley. Greenwood and Hopatcong stretch their blue waters between forested hills, and the Delaware River Valley is bordered by the Upper Kittatinny Range. Cluvers Lake, near Branchville, and Budd Lake, near Andover, are among scores in Sussex County.

VACATION ROUTES

New Jersey's State highway system penetrates seashore and mountain resorts with excellent roads. Rail lines crossing the State also make these playgrounds easily accessible. Northern New Jersey is served by various divisions of the Erie, Lackawana, Lehigh Valley, and Central Railroad of New Jersey, while the last-named system, with the Pennsylvania and the Reading Systems, reaches the seashore resorts.

PENNSYLVANIA TRAILS

Rail and motor routes leading across New Jersey take the tourist to regions of summer delight beyond, in the mountains and valleys of Pennsylvania.

Follow the Lackawanna Railroad and Lake Hopatcong, and the Delaware Water Gap regions unfold, with the high altitudes of the Poconos beyond. Here, too, extend divisions of the Central Railroad of New Jersey. In the Poconos, Buck Hill Falls, Cresco, Pocono Summit, and Tobyhanna are charmingly located.

Over the Lehigh Valley System the traveler reaches Mauch Chunk, the picturesque Blue Mountains, and the Lehigh Valley. Lake Winola, Lake Montrose, Harvey's Lake and White Haven are favorite summer playgrounds.

In the region covered by the Pennsylvania System are other lake and mountain resort centers, such as Mount Gretna, Lake Conewago, Bedford Springs, Ligonier, Rising Springs, and Penn Cave. In northwestern Pennsylvania is the new Cook Forest State Park of 7,500 acres.

Through the mountainous region of western Pennsylvania also wind divisions of the Baltimore and Ohio System.

HISTORIC SCENES

Gettysburg Battlefield, Valley Forge and the historic buildings of Philadelphia attract throngs of visitors.

CHRYSLER MOTORS

FOR BETTER PUBLIC SERVICE

CHRYSLER MOTORS · STANDARDIZED QUALITY

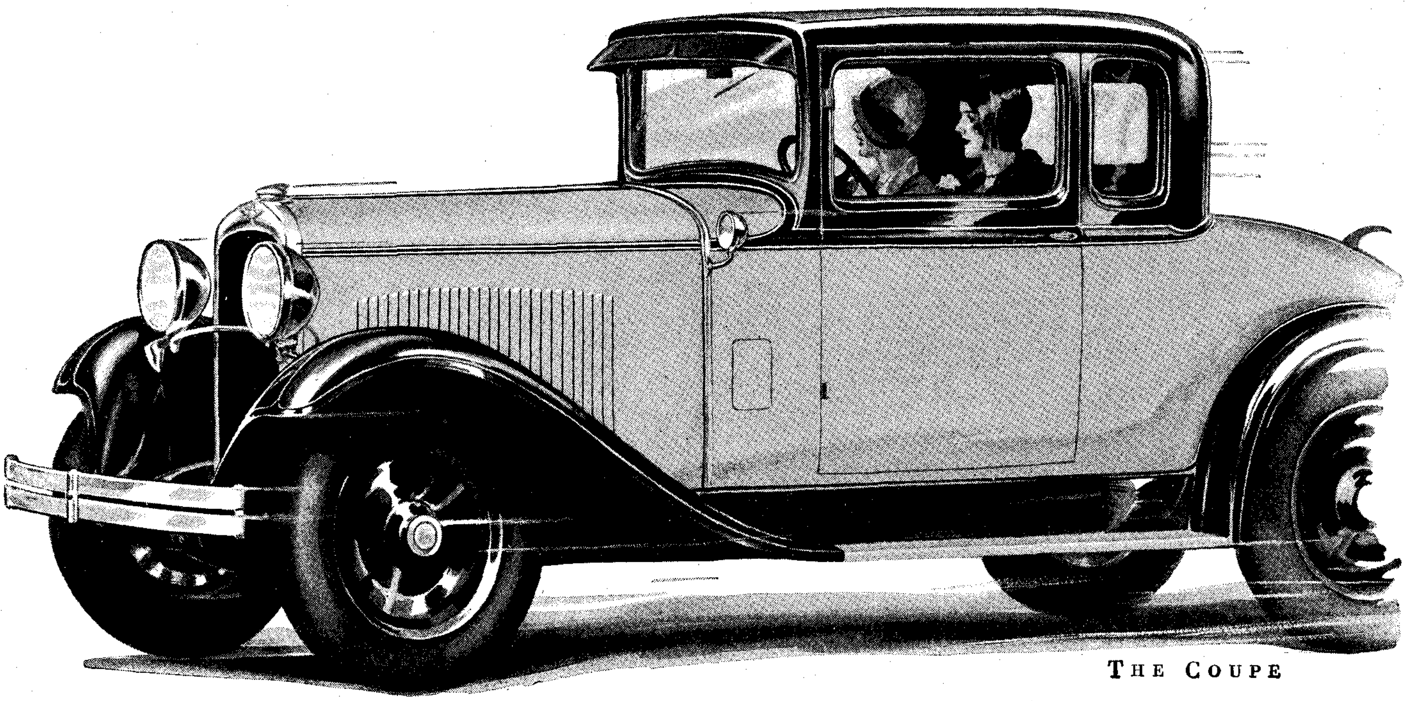
All branches on the same tree; all growing out of the Chrysler root principle of standardized quality

A Vigorous Force in Automotive Engineering

The internal organization of Chrysler Motors is such that new ideas and new developments are continual rather than occasional. Instead of an artificial grouping of unrelated units, each working independently—here is a natural harmony of related units working together—to realize, for every price class, the greater public service to which Chrysler Motors is so admirably committed. The inevitable by-product of such co-operation is a steady stream of originations and advancements that have made Chrysler Motors the vigorous *creative* force it is known to be in the industry today, while Chrysler Motors products represent the greatest values now available in every price class.

CHRYSLER "75" · CHRYSLER IMPERIAL · CHRYSLER "65"
DODGE BROTHERS SENIOR · DODGE BROTHERS SIX
DE SOTO SIX · PLYMOUTH
DODGE BROTHERS TRUCKS, BUSES *and* MOTOR COACHES
FARGO TRUCKS *and* COMMERCIAL CARS
CHRYSLER MARINE ENGINES

All Products of Chrysler Motors



THE COUPE

The Only Motor Car with the Mono-Piece Body

LEADING ENGINEERS confirm the opinion of delighted owners that the exclusive Mono-piece Body of the new Dodge Brothers Six is the most advanced contribution in recent years to motor car design—a new tribute to Dodge Brothers who introduced it. Mono-piece is its name because it is literally one *single piece,* without a seam or joint to groan or squeak. Even after thousands of miles of driving it remains as quiet and firm as when new. Moreover, the Mono-piece Body is rigidly anchored *onto* the chassis by a new method that assures perfect equilibrium and maximum safety. Just one of many important advancements found in the new Dodge Brothers Six, the Mono-piece Body is a striking example of what the combined engineering facilities of Dodge Brothers and Chrysler Motors make possible.

EIGHT EXCLUSIVE BODY STYLES; *Convenient Terms if Desired*

NEW

DODGE BROTHERS SIX

© 1929 Dodge Brothers Corporation

CHRYSLER MOTORS PRODUCT

Summer Playgrounds—*Continued*

OHIO, OLD AND NEW

From Pennsylvania we move on to Ohio, which also has its numerous tourist inducements. Here are superb modern cities and relics of past races almost as interesting as those of the Cliff Dwellers.

LAKE SHORE

Cleveland, the metropolis, rises proudly from her twenty-mile Lake Erie frontage, her Terminal Building tower a lofty beacon for many miles, and her Heights Park and residential districts the admiration of all visitors.

West of this city are the summer playgrounds of Put-in-Bay, scene of Commodore Perry's capture of the British fleet, and midway between Cleveland and Toledo on Sandusky Bay is much-frequented Cedar Point.

LAKES AND MOUNDS

Northern Ohio has numerous attractive lakes. Within a dozen miles of Akron there are twenty-four, and the Portage Lakes south of this city are included in one of Ohio's State Parks.

In southern Ohio are remains of the ancient mound builders, the Great Serpent Mound being one of the most notable. The winding valley of the Ohio, forming the State's boundary line, contains much pleasing scenery.

Ohio's rail arteries include the New York Central, Big Four, Nickel Plate, Erie, Baltimore and Ohio, Chesapeake and Ohio, Louisville and Nashville, Pennsylvania, and Wabash Systems, etc.

DIXIE'S SUMMER PLAYGROUNDS

After our brief glimpse of Ohio's summer appeal we may turn our eyes southward to the high forested areas, of West Virginia, Virginia, Kentucky, Tennessee, and North Carolina.

BLUE GRASS AND CAVES

The smiling Blue Grass Region of Kentucky welcomes us as we cross the Ohio River Valley from the north, Lexington being its headquarters. At Hodgenville the Lincoln Birthplace National Monument preserves the early scenes of the great President. Among Kentucky's natural wonders and marvelous caverns the Mammoth Cave is the most famous.

WEST VIRGINIA SPRINGS

The mountains of West Virginia are famous for their picturesque scenery, and here we may visit one of America's oldest and most famous resorts, White Sulphur Springs. The Monongahela and Shenandoah National Forests are also partly in this State.

VIRGINIA'S SUMMER PLAYGROUNDS

Just across the border are Virginia Hot Springs in charming mountain environment, reached from the Shenandoah Valley with its famous caverns, including Grottoes, Endless Caverns, and Luray. The mountains, lakes, and rivers of southwestern Virginia have many vacation resorts, while the historic Tidewater with its Virginia Beach and Old Point provide summer diversion. The Natural Bridge National Forest is wholly within the State, while the Shenandoah, Monongahela, and Unaka National Forests overlap from other State borders.

TENNESSEE'S ATTRACTIONS

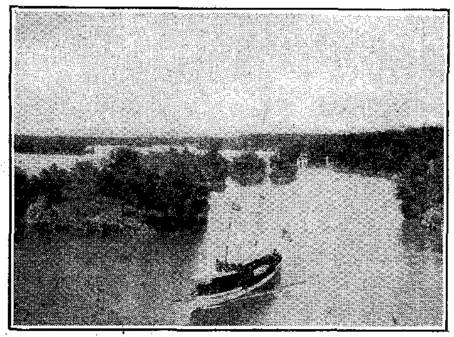
Mountains, rivers, numerous mineral waters including the famous Tate Spring, and historic reminders bring many summer travelers to Tennessee. Bristol is headquarters for the Unaka National Forest and Athens for the Cherokee National Forest. The Merriwether Lewis National Monument contains the grave of Captain Lewis of the Lewis and Clark expedition, and the Battlefields of Chattanooga, and near by Chickamauga Park attract thousands of visitors.

SUMMER IN THE "LAND OF THE SKY"

In the high altitudes of the Great Smokes of Western North Carolina, at elevations of from three to four thousand feet are some of America's most attractive summer playgrounds, appealing to those who are fond of cool, bracing mountain air and wholesome inland sports. Over the lofty ranges stretch the 1,248,788 acres of Pisgah National Forest, while the Cherokee, Nantahala, and Unaka National Forests also extend over the North Carolina border. Asheville, always inviting, is never more attractive than during the summer when her thermometers do not rise higher than an average of 70° during the hottest month.

INDIANA TEMPTS

"From scabrous, timbered ravines of the glorious Ohio Valley on the extreme south, through level stretches to the great South Bend-Calumet industrial region and the lovely and incomparable dunes and beaches of Lake Michigan on the extreme north, this State has much to offer in beauty and scenic attractions. Northern Indiana contains some 200 inland lakes . . ." says the writer in the South Bend *Tribune*.



Courtesy of New York Central Railroad

THOUSAND ISLANDS WANDERINGS

STATE PARKS

Indiana's Department of Conservation has been active in preserving her natural attractions in numerous State Parks, which include the Dunes State Park, along the sandy curve of Lake Michigan's southern shore, and inland the lakes of Pokagon State Park; the forested gorges of Turkey Run Park; the rugged Ohio River bluffs of Clifty Park, and the Canyons and cascades of McCormick's Creek Canyon Park.

FAMOUS RESORTS

In a beautiful valley of Northern Indiana are located French Lick, West Baden, and other well-known resorts.

Among the great rail systems crossing the State are the New York Central, Big Four, Pennsylvania, Baltimore and Ohio, Chesapeake and Ohio, Erie, Nickel Plate, Chicago and Eastern Illinois, Louisville and Nashville, Southern Railway, Chicago, Indianapolis and Louisville, etc.

MICHIGAN'S SUMMERLANDS

"Scenically and recreationally, as well as industrially, Michigan's cup is full.

"From Ypsilanti to the Soo, from Thunder Bay to Bessemer, the Wolverine State beckons seductively to the motor tourist; thousands are obeying the siren's call, the hum of their motor-cars breaking the stillness of the roads of every State as the host marches upon this summer-time land," says a writer in *American Motorist*.

EASTERN SHORE RESORTS

Voyaging westward on the Great Lakes, we steam across Lake Erie from Cleveland, to be welcomed by Michigan at the entrance to the Detroit River. After passing the green shores of Grosse Isle, dynamic Detroit looms ahead, automotive capital of the world.

Beyond Detroit, Belle Isle Park is skirted and the blue expanse of Lake St. Clair crossed. Then the St. Clair River is entered and the St. Clair summer cottage communities are passed on the way to Port Huron. Just beyond, Fort Gratiot ushers us into Lake Huron, and for many miles Michigan's eastern shore is followed.

Here are numerous summer playgrounds, including those of the Saginaw Bay region, with Bay City their headquarters; Thunder Bay points, reached from Alpena, and Cheyboygan bays and lakes. Bois Blanc Island is passed, and the Straits of Mackinac, separating the Michigan Peninsulas, bring us to Mackinac Island.

HIAWATHA LAND

The spell of an enchanting region hovers over this Upper Michigan Peninsula. Three Great Lakes almost surround it—Superior on the north, Huron, and Michigan on the south, and their connecting waterways. Bordering them are shore resorts, while inland are lakes, rivers, and streams, with the ozone air of the north country over all.

Longfellow has immortalized its Escanaba, great falls of Pauwating, "Gitche Gumee, Big Sea Water" (Lake Superior), and hither came Etienne Brulé in 1622 and Père Marquette in 1678, followed by a host of trappers, voyagers and missionaries.

Stand upon the great stone locks of Sault Ste. Marie, and you watch, fascinated, the shipping of the Great Lakes in a vast procession looking up and down. Sail down the winding, forest-bordered channels of the St. Mary's River, through the Detour Passage and west past Les Cheneaux archipelago to the Straits of Mackinac, and visit Michigan's isle of magic charm, Mackinac Island, fascinating in its natural wonders, matchless views, and historic treasures.

Go west to Escanaba, and the Green Bay resorts—a galaxy of them—welcome you all the way south to Menominee and Marinette.

Northward the motor trails lead to Marquette, Keweenaw Bay, Houghton, and the Keweenaw Peninsula, farthest outpost into Lake Superior.

Nine State Parks have been established by Michigan on her Upper Peninsula, and an excellent highway system.

MAIN PENINSULA, WEST COAST

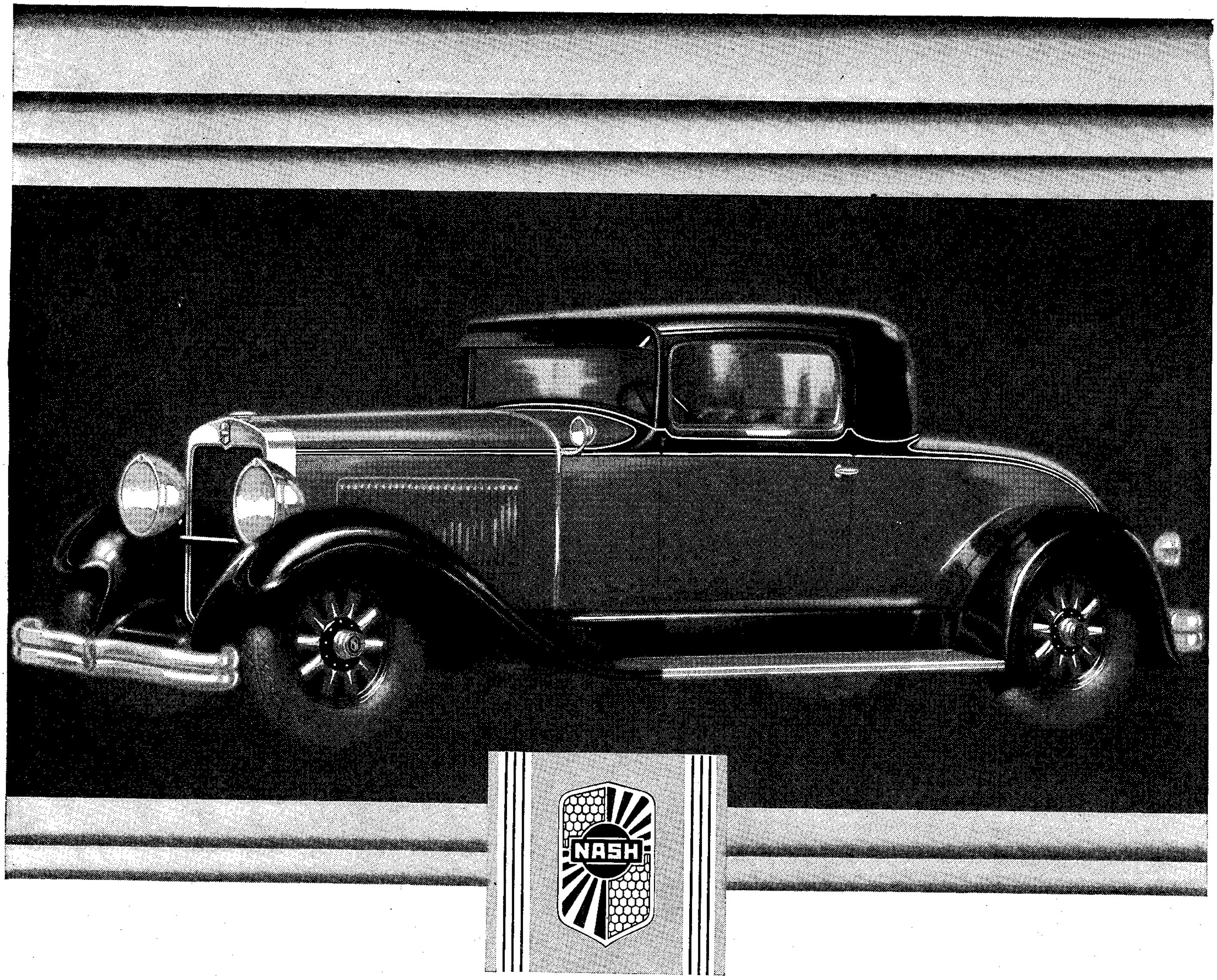
Returning to the Straits of Mackinac, the Lake Michigan coast of the Southern Peninsula is lined with charming summer playgrounds, grouped around picturesque bays. On Little Traverse Bay, Harbor Springs, and Petoskey attract vacationists. Scenic delights surround beautiful Charlevoix. Traverse City is headquarters of the Grand Traverse Bay region. Ludington is gateway to the inviting Père Marquette River. Muskegon and Muskegon Heights are popular. Grand Haven, with its Spring Lake and dunes, is at the mouth of Grand River. Holland is an approach to Grand Rapids. South Haven, "by the big blue water," is a leading recreation center. Benton Harbor is a lake approach to Kalamazoo and Battle Creek.

INTERIOR PLAYGROUNDS

From North and South, East and West, Michigan's superb highway system takes the summer visitor into the lake, stream, and forest country of the interior. Thousands of acres of wild timber surround Cadillac, Lake City, Mayfield, Rapid City, and water sports are provided by Lakes Houghton, Cadillac, Higgins, and many others. Coast and interior attractions are in many instances under the protection of State Parks.

WATER AND RAIL PATHWAYS

Eastbound and westbound Great Lakes passenger lines include Detroit, and some, Port Huron. All the Great Lakes Lines, both westbound and



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(623)

Summer Playgrounds—*Continued*

eastbound, passing through the Straits of Mackinac, call at Mackinac Island. From Chicago, and also from Milwaukee, steamer routes radiate to numerous Michigan ports on Lake Michigan. South Michigan is crossed by the Michigan Central and other divisions of the New York Central System; North Michigan points are also accessible by Michigan Central, Père Marquette, and Pennsylvania Systems. Upper Peninsula rail lines include divisions of the Milwaukee; Chicago and Northwestern, and Duluth South Shore and Atlantic.

THE TOURIST IN ILLINOIS

Chicago with its thirty rail systems and its converging Great Lakes routes is the greatest tourist clearing house of the Middle West. Its extensive parklands, boulevards, and amusements are thronged with summer visitors.

LAKE LANDS

Northwest of Chicago lie Illinois' charming lakelands around which cluster numerous summer resorts. Among these Lake Geneva, the Fox Lake and River group, Grass Lake and Nippersink Lake regions are popular.

RIVER LANDMARKS

Historic Starved Rock rising majestically from the Illinois River Valley is one of Illinois' scenic masterpieces, while the upper Mississippi Valley is a continuous scene of natural attractions. Among these is the great rock resembling an Indian's head and other unusual formations near Savanna. The Bellevue-Savanna National Forest covers 10,710 acres in this locality.

ARTERIES OF TRAVEL

To Chicago come all the great rail systems from the East and South and from Chicago radiate the transcontinental rail pathways to the Pacific Northwest, and California, including the Burlington-Great Northern Route; Burlington-Northern Pacific; Chicago, Milwaukee, St. Paul and Pacific; Chicago and North Western—Overland Route; Santa Fé System, and the Rock Island Golden State Route with the intermediate lines of the Burlington; Rock Island and the Northwestern.

NATURE IN WISCONSIN

As we enter Wisconsin, the curtain rises upon that vast labyrinth of waterways which provides innumerable summer playgrounds between Lake Michigan and Minnesota's western boundary.

DELIGHTFUL WATERWAYS

Indeed, to quote from a statement prepared for THE DIGEST by the State of Wisconsin Conservation Commission: "Approximately half of Wisconsin, or about 25,000 square miles, is made up of woods lakes, rivers, and streams, which form the most beautiful natural playground in the Middle West. More than 10,000 named lakes, and thousands of miles of river frontage give the canoeist and fisherman the opportunity of a lifetime. All these lakes and rivers are timber bordered and there are thousands of resorts and summer boys' and girls' camps throughout the northern part of the State.

STATE PARKS

"Wisconsin has fourteen State parks, each of which perpetuates a different type of beauty. These vary from lake and mountain scenery, as at Devils Lake, to the north woods wilderness, as in Northern Forest Park. Each State park is a game refuge.

"This natural playground of northern Wisconsin is easily accessible either by rail or by car. The Chicago and North-western Railway and the Chicago, Milwaukee, St. Paul, and Pacific both have special tourists' and vacation seekers' trains, running several every day during the summer season, to practically all points in the north."

These rail and motor pathways follow in general a northwesterly course across the State from Milwaukee, Madison, Sheboygan or Green Bay.

From Kenosha we may go inland to the southern lakes, the largest Geneva. Madison, the capital, charmingly situated between Lakes Mendota and Monona, is on direct routes from Milwaukee or Chicago. From White Fish Bay and Sheboygan, noted for its waters, other pathways lead to vacation lands.

Between Green Bay and Marinette are the Green Bay resorts, and inland across the State are the Pelican Waters, Three Lakes Waters, Eagle Waters, Twin Lakes Chain, Turtle Waters, Manitowish Waters, Flambeau Series, Trout Lake, Tomahawk, St. Croix, Grindstone, Edgewater, and Red Cedar.

Many rivers provide other attractions. In south-central Wisconsin is that trancendent scenic masterpiece, The Dells of the Wisconsin River, reached from Kilbourn on the North-Western System and Baraboo on the Milwaukee.

RAIL AND LAKE ROUTES

Across the State reaching its many playgrounds extend the lines of the Chicago, Milwaukee, St. Paul, and Pacific Systems; The Soo Line; Chicago and Northwestern, and the Burlington Route. Various Great Lakes lines, described elsewhere, *connect Wisconsin's ports.*

MINNESOTA'S LAUGHING WATERS

Over the travel arteries leading from Chicago to the Northwest we pass from the lakelands of Wisconsin to Minnesota's vacation lands.

"Ten thousand glistening jewels in a verdant setting that only the masterful hand of nature could create; deep forests that shelter every known tree of the north woodland, from the dainty white birches to the giant, towering pines; clear rivers dashing merrily over rocky trails, laughing as they make their way toward the sea; while beneath the waters gamy fighting fish dash to and fro, birds sing in the trees, the deer, moose, caribou and other wild animals hide in the forest shades; harmony and peace seem to be the key-note emphasized in this wonderland of outdoor beauty."

This is the delightful menu offered to vacationists in the official invitation of the Ten Thousand Lakes-Greater Minnesota Association.

NATURE PROTECTED

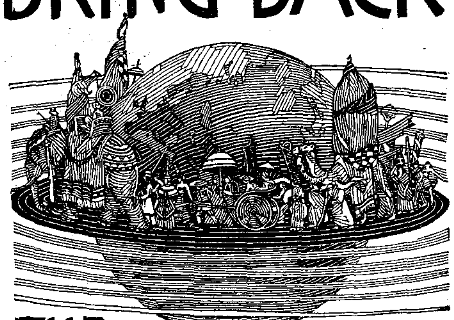
Minnesota's playgrounds are under perpetual protection, either National or State. A million and a quarter acres of the Superior National Forest are covered with waterways providing scores of fascinating camping and canoe trips. Ely, Winton and International Falls are gateways and outfitting headquarters. Adjoining Superior National Forest, across the International Boundary, are the 3,000 square miles of forest, lake, and river included in the Quetico Provincial Park of Ontario.

Labyrinths of lakes abounding with silvery pike are found in the 312,000 acres of Chippewa National Forest in north central Minnesota. Walker and Cass Lake are approaches.

Seven State Forests protect a wilderness of almost a million more acres. They include the Burntside and Vermilion State Forests, near Ely and Tower; the Brulé, Gunflint, and Pigeon River Forests, reached by State Highway Number 1.

Nearly a score of State Parks provide other playgrounds. These include Itasca Forest and Game Preserve, near the source of the Mississippi; Ramsey State Park, embracing Redwood Falls and Rapids; Interstate Park at the Dalles of the St. Croix River, between Minnesota and Wisconsin; Whitewater Park, with the rapid waters of the Whitewater River; Pipestone State Park, containing the Indians' Garden of Eden; Scenic State Park, surrounding many lakes; Jay Cooke State Park, with 3,000 acres of forest near Duluth.

In this State of legend, romance, and



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IN YOUR TRUNK
YOUR PICTURE ALBUM
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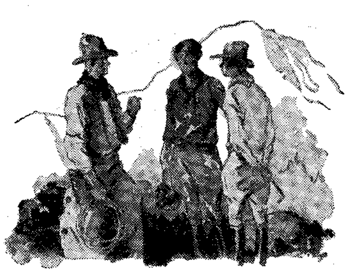

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All these! And a host of fascinating sights on the way: colossal forests, friendly wild animals, snow capped mountains, Alpine lakes, wild flowers, quaint Mormon villages, Rocky Mountain National Park, Great Salt Lake . . . every hour of this greatest of American scenic tours brings something new and thrilling.

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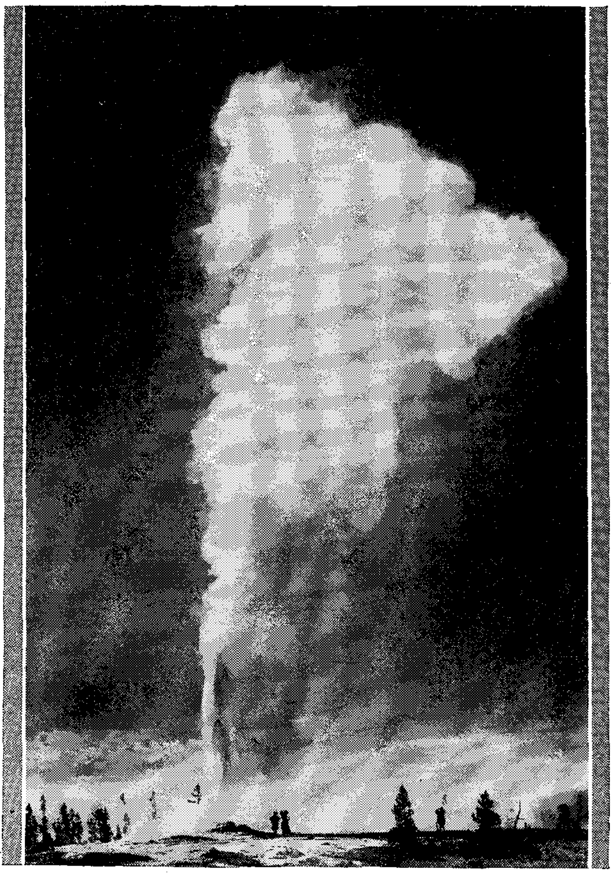
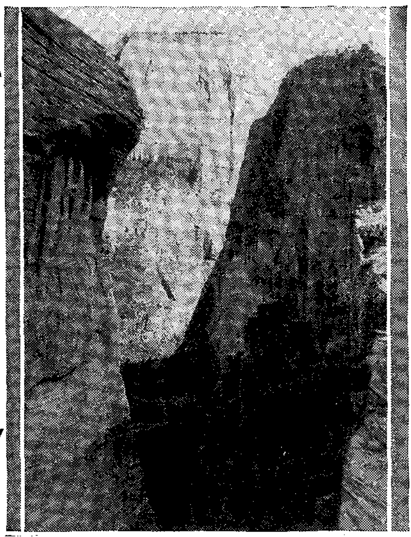
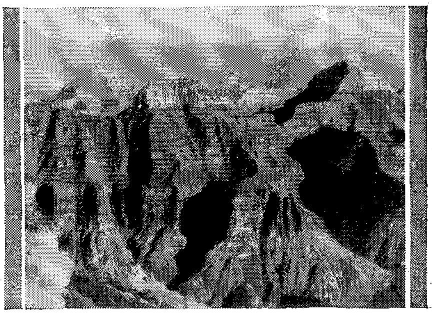


Old Faithful Geyser—Yellowstone National Park



Great White Throne—Zion National Park

Temple of Osiris—
Bryce Canyon National Park



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Summer Playgrounds—*Continued*

association with the early explorers, are also the North Shore of Lake Superior; and the Minnesota and the Mississippi Valley Vacation regions.

LAND OF HIAWATHA

From the Twin Cities, in the Land of Hiawatha—Minneapolis and St. Paul—and from Duluth, western terminus of Great Lakes shipping, rail and motor highways radiate to these alluring summer haunts.

Entering by the Twin Cities, we arrive first at St. Paul.

Overlooking the Mississippi River from its seven hills, St. Paul welcomes us to Minnesota. In its midst rises the imposing marble Capitol of the State. Its dynamic activity is reflected in sky-scrapers, and in busy yards handling traffic of nine rail systems and river terminals. Its home and recreational surroundings are equally impressive.

Both St. Paul and Minneapolis are focal points in ten of Minnesota's excellent highway systems extending to the State's playgrounds and providing pathways to the Northwest.

Across the Mississippi, at the head of navigation, stands Minneapolis, with Indian lore, scenic delights and metropolitan attractions to charm the tourist.

The beauty of its eleven lakes, the excellence of its parks, the long lanes of trees that flank its streets, have earned it the name "The City of Lakes and Gardens." Linking these beauty spots is a fifty-mile parkway known as the "Grand Rounds." Ranged along this boulevard is Victory Memorial Drive, with its elms dedicated as living monuments to the city's war dead, and that glen, immortalized by Longfellow,

> "Where the Falls of Minnehaha
> Flash and gleam among the oak trees,
> Laugh and leap into the Valley."

Just beyond the city is Lake Minnetonka, long famed as a recreational retreat and now known the world over by the beautiful melody of Thurlow Lieurance's "By the Waters of Minnetonka."

Southward from the Twin Cities, on the border and shared with Wisconsin, are Croix Lake, famed for its small-mouth bass, and Lake Pepin, above which towers Maiden Rock of Indian legendary and locale of the Indian opera "Winona."

DULUTH THE MIGHTY

Minnesota's Lake Superior gateway in the famed Arrowhead Country is Duluth, "The Zenith City," western portal to the Great Lakes. Largest inland port of the country, its vast water-borne traffic in a single year embraces more than 10,000 steamers and forty-two million net tons. Nine rail systems also converge hither.

But all in Duluth is not ore, grain or coal. Take the Hilltop Boulevard, or the sightseeing boat trips through the winding St. Louis River, and you will find Duluth a city of tourist attractions.

WAYS TO GO

Among the principal rail arteries of Minnesota are the Burlington Route; Northern Pacific System; Great Northern Railway; "Soo Line" (Canadian Pacific feeder); Chicago and North-Western System (Canadian National Railway's feeder); Rock Island Lines; Chicago, Milwaukee, St. Paul, and Pacific System; Chicago, Great Western Railroad; Minneapolis and St. Louis Railroad, and the Duluth and Iron Range Railroad. Through passenger service over the Great Lakes also brings thousands of tourists to Minnesota via Duluth.

GREAT LAKES VOYAGES

We have followed the shore attractions of the Great Lakes' States from Buffalo to Chicago and to Duluth. Below is a brief outline of the principal water routes making them accessible.

Between Buffalo and Duluth, 1,115 miles, is the route of the Great Lakes Transit Corporation fleet, calling at Cleveland, Detroit, Mackinac Island, Sault Ste. Marie, and Houghton.

Between Buffalo and Chicago, calling westbound at Detroit and Mackinac Island, eastbound at Mackinac Island, Parry Sound, Detroit, and Cleveland, are operated steamships of the Chicago, Duluth and Georgian Bay Transit Company.

Lake Michigan ports are connected by divisions of the Goodrich Transit Company, operating between Chicago and Mackinac Island and Green Bay ports; Milwaukee; Michigan City; St. Joseph; Benton Harbor; South Haven; Holland; Grand Haven; Muskegon, and Montague.

Between Chicago, Mackinac Island, and northern Michigan resorts, service is also provided by the Michigan Transit Corporation.

Service between Port McNicoll, Owen Sound, Sault Ste. Marie (Ont.), Port Arthur, and Fort William is by the passenger vessels of the Canadian Pacific Great Lakes steamships.

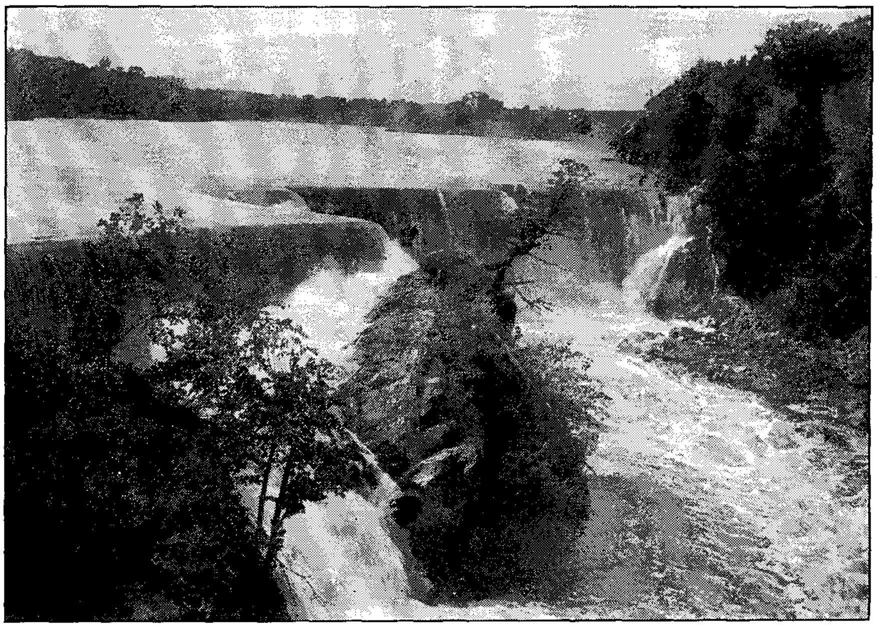
Between Detroit, Windsor, and Duluth, with calls at Sarnia, Sault Ste. Marie (Ont.), Port Arthur, and Fort William, is the route of the Northern Navigation Company, owned and operated by Canada Steamship Lines.

Sailings between Port Arthur, Fort William, and Duluth are made by a division of the United States and Dominion Navigation Company, with another route between Owen Sound and Sault Ste. Marie.

Service between Detroit and Buffalo; between Detroit and Cleveland; and, during midsummer, between Detroit, Mackinac Island, and Chicago, is provided by three divisions of the Detroit and Cleveland Navigation Company.

Sailings between Cleveland and Buffalo are made daily by the Cleveland and Buffalo Transit Co. fleet, which operates also over routes between Cleveland, Cedar Point, Put-in-Bay, Toledo, and Detroit, and between Cleveland and Port Stanley.

Passenger service on Lake Ontario between Lewiston and Toronto, and between Toronto and the Thousand Islands and beyond, is provided by divisions of the Canada Steamship Lines, Ltd.



Courtesy of Commercial Club, Redwood Falls, Minn.

MINNESOTA'S RUSHING WATERS

NORTH DAKOTA LANDMARKS

Lewis and Clark, blazing their memorable trail through the unexplored Northwest, followed a route through the Missouri River Valley from what is now South Dakota into North Dakota, even as we may to-day.

At the Mandan Indian Villages, fifty miles from the present capital, Bismarck, Sacagawea, the birdwoman whose uncanny trail ability enabled them to penetrate the western passes, joined the party. It was just below Mandan, too, that General Custer set forth in 1876 upon his tragic march.

VERENDRYE NATIONAL MONUMENT

Sixty years before Lewis and Clark, Pierre Gautier de Varennes de la Verendrye had explored the same Upper Missouri Valley. Now the tourist may visit the Verendrye National Monument, reached from Sanish on the Chicago, Milwaukee, St. Paul, and Pacific System, or from Stanley on the Theodore Roosevelt International Highway, including as its dominant feature Crowhigh Butte, a landmark for this intrepid explorer and those who have followed him.

From Fargo and from Grand Forks, each on the Red River—the State's eastern boundary—rail and motor routes extend to the Devils Lake and Turtle Mountain regions.

SULLYS HILL NATIONAL PARK

Bordering the south shore of Devils Lake, North Dakota's largest waterway, in a rugged, forested area is Sullys Hill National Park, a wild-life preserve in which roam elk, deer, buffalo, and antelope, and in which the tourist finds many historical associations. North Dakota herself has preserved many natural playgrounds in her State Parks.

North Dakota has established State Parks and numerous historic sites. Fifteen proposed State Parks are at present under construction.

Across the State extend the rail arteries of the Great Northern Railway, the Northern Pacific, and the "Soo Line."

SOUTH DAKOTA WONDERLANDS

Now, let us turn southward.

Across the South Dakota prairies rail and motor pathways extend mile upon mile until we come to the curtain-raiser for the State's dramatic scenic presentations.

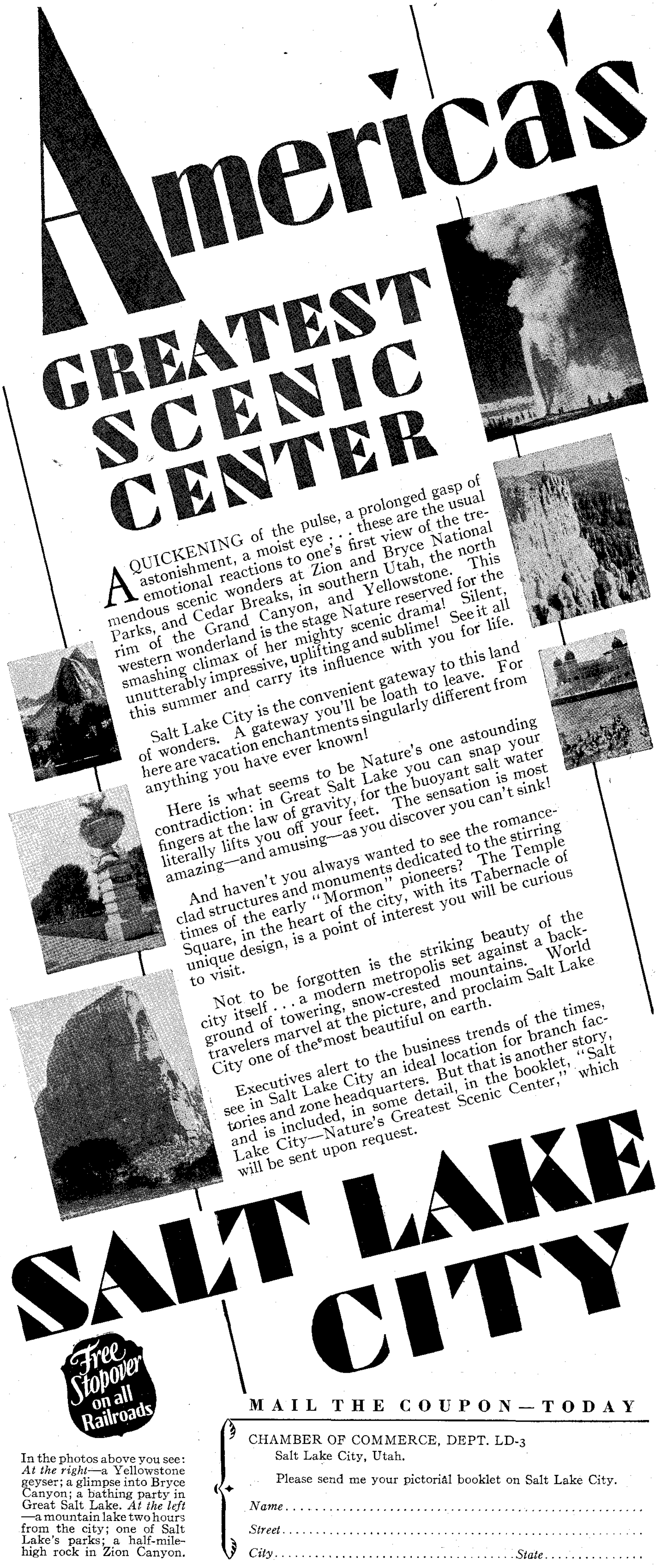
WEIRD BAD LANDS

"Upgrown startlingly from the prairie floor, The Bad Lands is, perhaps, the weirdest portion of this continent," says Dr. Lucy T. Abbott in *Motor Life;* "a jumbled mass of broken earth, split to terrifying depths, upthrown to dizzy heights, mysterious, forbidding, alluring. . . . Beautiful and fantastic in color and shape, threaded with trails that tempt one beyond the bounds of safety into its maze of loveliness."

Through these unrealities once roamed strange, prehistoric animals, "the rhinoceros, the three-toed horse, the ruminating hog, the ancestral camel, the six-horned hervibore, the large dry-land tortoise, and many others," to quote a writer in the New York *Times.* More than 20,000 visitors each year look upon the collection of their remains in the South Dakota School of Mines, at Rapid City.

Here, too, in the Powder River country, near its junction with the Yellowstone, accessible by automobile from the Yellowstone Trail going south from Baker, Montana, or from the Custer Battlefield Highway going north from Spearfish, South Dakota, stand the medicine rocks of the Sioux, dividing the prairies from the Bad Lands.

Old trails radiate from the Bad Lands



America's
GREATEST SCENIC CENTER

A QUICKENING of the pulse, a prolonged gasp of astonishment, a moist eye . . . these are the usual emotional reactions to one's first view of the tremendous scenic wonders at Zion and Bryce National Parks, and Cedar Breaks, in southern Utah, the north rim of the Grand Canyon, and Yellowstone. This western wonderland is the stage Nature reserved for the smashing climax of her mighty scenic drama! Silent, unutterably impressive, uplifting and sublime! See it all this summer and carry its influence with you for life.

Salt Lake City is the convenient gateway to this land of wonders. A gateway you'll be loath to leave. For here are vacation enchantments singularly different from anything you have ever known!

Here is what seems to be Nature's one astounding contradiction: in Great Salt Lake you can snap your fingers at the law of gravity, for the buoyant salt water literally lifts you off your feet. The sensation is most amazing—and amusing—as you discover you can't sink!

And haven't you always wanted to see the romance-clad structures and monuments dedicated to the stirring times of the early "Mormon" pioneers? The Temple Square, in the heart of the city, with its Tabernacle of unique design, is a point of interest you will be curious to visit.

Not to be forgotten is the striking beauty of the city itself . . . a modern metropolis set against a background of towering, snow-crested mountains. World travelers marvel at the picture, and proclaim Salt Lake City one of the most beautiful on earth.

Executives alert to the business trends of the times, see in Salt Lake City an ideal location for branch factories and zone headquarters. But that is another story, and is included, in some detail, in the booklet, "Salt Lake City—Nature's Greatest Scenic Center," which will be sent upon request.

SALT LAKE CITY

Free Stopover on all Railroads

In the photos above you see: *At the right*—a Yellowstone geyser; a glimpse into Bryce Canyon; a bathing party in Great Salt Lake. *At the left*—a mountain lake two hours from the city; one of Salt Lake's parks; a half-mile-high rock in Zion Canyon.

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Canadian Pacific

World's Greatest Travel System

Summer Playgrounds—*Continued*

ranches, and the Medora Rodeo on the Little Missouri River includes an annual pageant of frontier days.

BLACK HILLS

Westward of the Bad Lands rise majestically Pa-Ha-Sa-Pa, the Black Mountains of the Sioux, the "Black Hills" of our day. Purple-black they appear, owing to their dense covering of pine and spruce.

In the dim past, before the advent of pale faces, they were held consecrate to the Great Spirit as His own Happy Hunting Ground, and romantic legends of the Indians still cling about them.

"They form a region," says C. A. Cairns, in a travel talk, "of majesty and grandeur, heart-stirring beauty of massive ranges and towering peaks, cool silent woods, high flowery meadows and wild tumbling streams."

Climb by donkey or afoot from Sylvan Lake up the granite of Harney Peak, their crown, and you may look upon four States. Then vision the colorful historic pageant their labyrinths have witnessed. Through them have passed Sioux warriors, Lewis and Clark in their explorations, Custer fighting his battles, "Calamity" Jane, Preacher Smith, and Wild Bill Hickok of the Deadwood '70's; Buffalo Bill and Crafty Chief Bear Bull, Theodore Roosevelt in the saddle, and Calvin Coolidge occupying here the summer White House in 1927.

At their southern tip we may gaze in wonder upon plant fossils of the Fossil Cycad National Monument.

Near by are the healing waters of Hot Springs, famous resort, and northward one of nature's strangest marvels.

WIND CAVE NATIONAL PARK

"It is," says the Government's official description, "a limestone cave of large size and gorgeous decoration, the peaceful resort of thousands of interested visitors.

"It is called Wind Cave from the current of air, often very swift, that blows intermittently in and out of its mouth, varying in speed and direction in response to changing conditions of atmospheric pressure."

Besides its weird winds, here are some other unusual features: Its atmosphere gives asthma or hay fever sufferers instant relief. Its formations resemble pop-corn, snowballs, and frostwork. Some of its rocks scintillate like diamonds.

Northwest of Wind Cave National Park, among the Black Hills, is the Jewel Cave National Monument, with limestone formations of rare beauty.

Wind Cave is accessible from Hot Springs on the Burlington and the Chicago and North-Western System, or from Custer on the former system. It is reached also by side trip from motor routes intersecting Rapid City, traversing the magnificent Custer State Park and romantic Deadwood regions. Wind Cave may be reached also by side trip from Cheyenne or Douglas, Wyoming.

RUSHMORE'S GRANITE SCULPTURE

On the granite face of Mt. Rushmore, eighteen miles west of Rapid City, eastern gateway to the Black Hills, artists are now sculpturing gigantic busts of Washington, Jefferson, and Roosevelt, forming the National Memorial dedicated by ex-President Coolidge two years ago.

Northward we come upon Rapid City, eastern gateway to the Black Hills; Deadwood, famous in "The Days of '76," and Belle Fourche, scene of the annual Tri-State Roundup Classic.

In the very heart of the most glorious scenery of the Black Hills is the Custer State Park, including Harney Peak and the State Lodge occupied by President Coolidge as the summer White House in 1927. Custer is the Park's main gateway.

Vast areas of the Black Hills region are also under the protection of the admirable Forest Service, which administers the Black Hills, Custer, and Harney National Forests.

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Apply to any Tourist Bureau or write to M. Ventura, Steinway Hall, 113 West 57th Street, New York City.

INTERNATIONAL EXPOSITION OF BARCELONA

May to December

1929

South Dakota's vacation lands are accessible by the Chicago, Milwaukee, St. Paul, and Pacific; Chicago and North-Western and the Burlington Systems.

NEBRASKA TRAILS

Through Nebraska flows the Platte, with its North and South Forks, providing transcontinental pathways from the earliest days of settlement to this era of Pullmans and motor-cars.

SCOTTS BLUFF MONUMENT

On the south shore of the North Platte, marking the trails traversed by Indians, explorers, and settlers, is the Scotts Bluff National Monument, opposite the town of Scottsbluff on the Burlington System, and accessible by the Lincoln Highway.

NATIONAL FORESTS

In north-central Nebraska, with headquarters at Halsey, on a division of the Burlington Route, is the Nebraska National Forest, covering 207,000 acres.

TRAVEL ROUTES

From the metropolis, Omaha, along the Platte Valley, extends the Overland Route of the Union Pacific System, while across northern Nebraska, and paralleling the Republican River in the south, stretch arms of the Burlington System.

MONTANA'S MAGNETS

Romance, historic association and inspiring nature meet us in the travel pathways of Montana. One of the noblest of our National Parks is within her limits. More than 19 million acres of her area are protected by seventeen National Forests, while two National Monuments commemorate her historical drama.

CUSTER'S DEAD

Southeastern Montana is a continuation of the historic regions of northern Wyoming. Follow the route from Sheridan in that State to Hardin, Montana, and northward at Custer you will pause in reverence above the dead who sleep in the Custer Battlefield National Cemetery.

West of Custer the Northern Pacific System follows the footsteps of the Lewis and Clark expedition, passing Billings and crossing the Bozeman Pass, where the explorers were guided by Sacajawea.

HISTORIC FORESTS

Bozeman is headquarters for the Gallatin National Forest, territory notable in the country's history. In two divisions, the larger lies directly north and adjoining Yellowstone National Park. The other portion—the Bridger Division—includes the Bridger Range, north and east of the Gallatin Valley and extending to the North Fork of Sixteen Mile Creek. First among the white men to come hither were Lewis and Clark (to Three Forks in 1805), Captain Clark (crossed Bozeman Pass in 1806), and Father De Smet (visited the Valley in 1840).

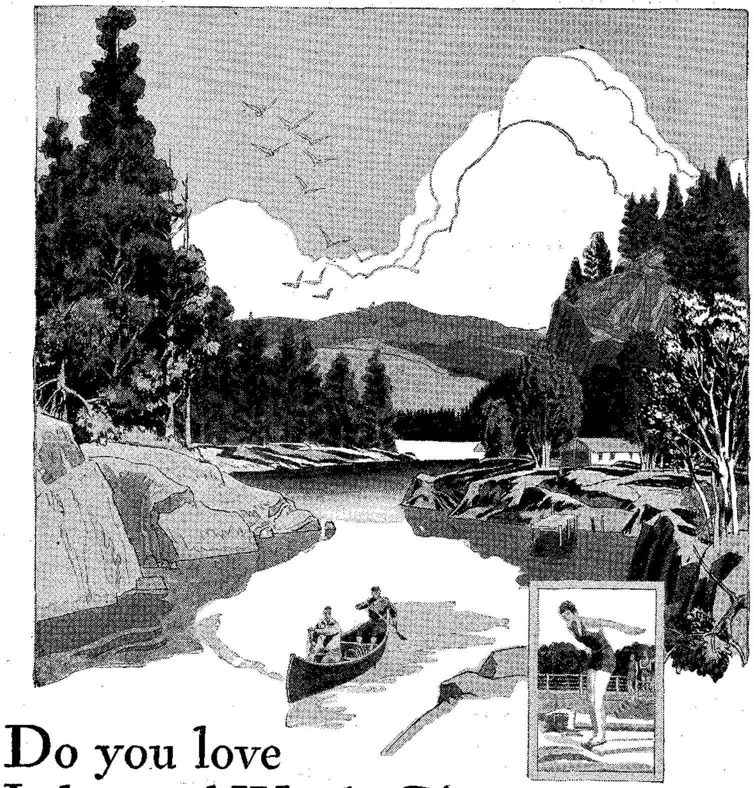
The Gallatin River Valley now forms the recently opened Gallatin Gateway to Yellowstone National Park, available to tourists by the Northern Pacific and the Milwaukee Systems.

TRAIL CAVERN

Overlooking the Jefferson River, between Three Forks and Whitehall, through the valley of which led the trail of Lewis and Clark, opens the mouth of a cavern decorated with exquisite limestone carvings of nature. It is included in the Lewis and Clark National Monument, five miles from Cardwell on the Yellowstone Trail and fourteen miles from Whitehall on the Northern Pacific System.

Southwest of this formation is the Big

CANADIAN NATIONAL—TO EVERYWHERE IN CANADA



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For booklets and Canadian travel and vacation information—consult the nearest Canadian National office.

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Summer Playgrounds—*Continued*

Hole Battlefield National Monument, on which was fought—by United States troops against much larger forces of the Nez Percé Indians—the Battle of 1877.

LOLO FOREST

The members of the Lewis and Clark party were the first white men to penetrate the region now comprised in the Lolo National Forest. In 1805 they came down the Bitterroot River to Lolo Creek, turned up that stream, and made camp near the present locality of Woodman.

Among Montana's National Forests, covering areas of more than a million acres, are the Lolo, Absaroka, Beaverhead, Bitterroot, Blackfeet, Cabinet, Flathead, Jefferson, Kootenai, Madison, Missoula.

Crowning all of Montana's natural glories is the Glacier National Park in her northwestern corner.

GLACIER'S MARVELS

"Glacier National Park hangs down from the Canadian boundary-line in northwestern Montana, where it straddles the continental divide. Adjoining it on the north is the Waterton Lakes Park, Canada. The Blackfeet Indian Reservation borders it on the east." So says Robert Sterling Yard in "The Book of the National Parks." The southern boundary is the Marias Pass of Indian legend and mystery, dramatically discovered in 1889 by John F. Stevens for the Great Northern Railway's route over the Rocky Mountain Divide. Its western boundary is the North Fork of the Flathead River. The park contains fifteen hundred and thirty-four square miles. Quoting again from Mr. Yard:

"There are parts of America quite as distinguished as Glacier, but there is no part of America or the Americas, or of the world, to match it of its kind. In respect to the particular wondrous thing these glaciers of old left behind them when they shrank to shelved trifles, there is no other. At Glacier one sees what he never saw elsewhere and never will see again except at Glacier. There are mountains everywhere, but no others carved into shapes quite like these; cirques in all lofty ranges, but not cirques just such as these; and because of these unique bordering highlands there are nowhere else lakes having the particular kind of charm possest by Glacier's lakes."

By lake and road the wonderland may be traveled across the International Boundary, continuing thence through the Canadian portion, named Waterton Lakes Park, to the Prince of Wales Hotel facing Waterton Lake.

Glacier Park Station, Great Northern Railway, is the eastern entrance and Belton on the same route the western gateway.

ROUTES

Montana's rail pathways include, besides the Great Northern Railway, previously mentioned, the Northern Pacific System; the Chicago, Milwaukee, St. Paul and Pacific; The Soo Line, and the Union Pacific System.

WYOMING

Follow the Custer Battlefield Highway westward from Belle Fourche, South Dakota, into Wyoming, and you enter another State rich in playgrounds and scenery.

THRONE OF THE GREAT SPIRIT

"A side trip of seven miles from the Custer Battlefield Highway and Black and Yellow Trail, which follow practically the same route through northeastern Wyoming, or a motor trip from Moorcroft on the Burlington Route, brings the tourist to that awe-inspiring tower of rock, inappropriately named The Devil's Tower National Monument." To quote from the official description:

"Its sides are fluted by great columns which stand nearly perpendicular, except near the top where they round in, and near the base where they flare out. The base emerges into a talus of broken columns lying on a platform of buff sandstone. The whole presents a never-to-be-forgotten spectacle."

About it cluster poetic Indian legends that render its modern designation all the more absurd.

BIG HORN

Beyond toward the west lies the Big Horn Country with its forests and famous Dude Ranches. Sheridan, pulsating with the spirit of the new West, is the principal gateway.

Historic ground, teeming with associations of pioneer days, surrounds the Big Horn Country. Here were tragic scenes, including the Fetterman Massacre, the battles around Fort Phil Kearney and along General Sheridan's Trail; the Custer Massacre and the Custer Battlefield Cemetery; Chief Red Cloud's rendezvous; the scene of the Wagon Box Fight, etc.

At Cody, named after the famous scout, we reach the eastern approach to Yellowstone National Park.

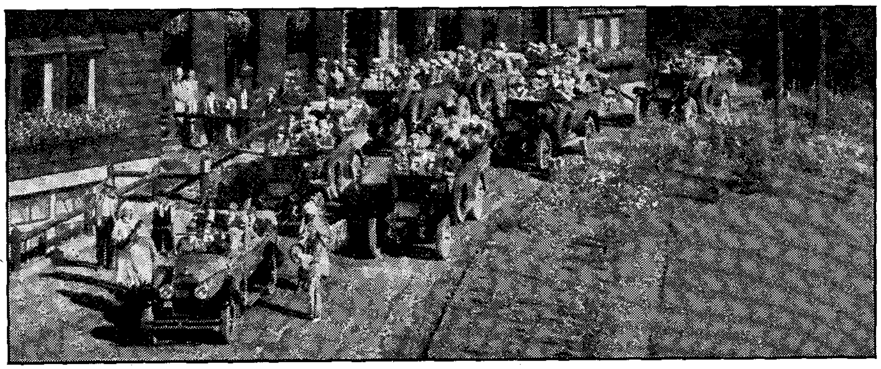
SHOSHONE CAVERN

Four miles beyond Cody, overlooking the Shoshone River from the heights of Cedar Mountain, opens "the sort of cave that one reads about in story-books, being located among rugged cliffs, with pine trees scattered here and there among the rocks." It is protected under the designation of the Shoshone Cavern National Monument.

YELLOWSTONE, KING OF PARKS

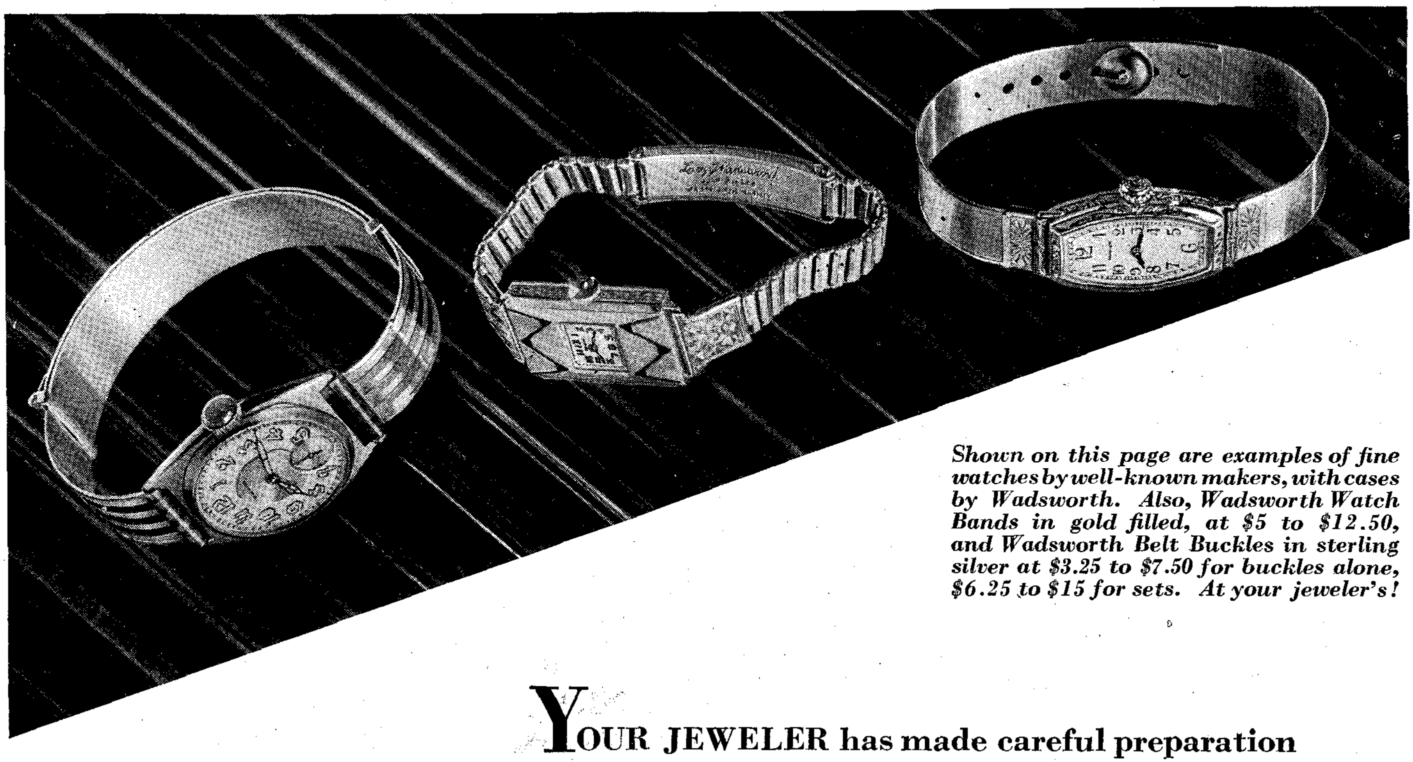
"Of all the National Parks," says Emerson Hough, author of "The Covered Wagon," "Yellowstone is the wildest and most universal in its appeal. There is more to see there—more different sorts of things, more natural wonders, more strange and curious things, more scope, more variety—a longer list of astonishing sights—than any half-dozen of the other parks combined could offer. Daily new, always strange, ever full of change. It is the most human and the most popular of all the parks.

"It is the noblest sweep of unspoiled and yet fully accessible mountain country



Photograph by T. J. Hileman. Courtesy of Great Northern Railway

OFF ON A MOTOR-COACH TOUR, GLACIER NATIONAL PARK



Shown on this page are examples of fine watches by well-known makers, with cases by Wadsworth. Also, Wadsworth Watch Bands in gold filled, at $5 to $12.50, and Wadsworth Belt Buckles in sterling silver at $3.25 to $7.50 for buckles alone, $6.25 to $15 for sets. At your jeweler's!

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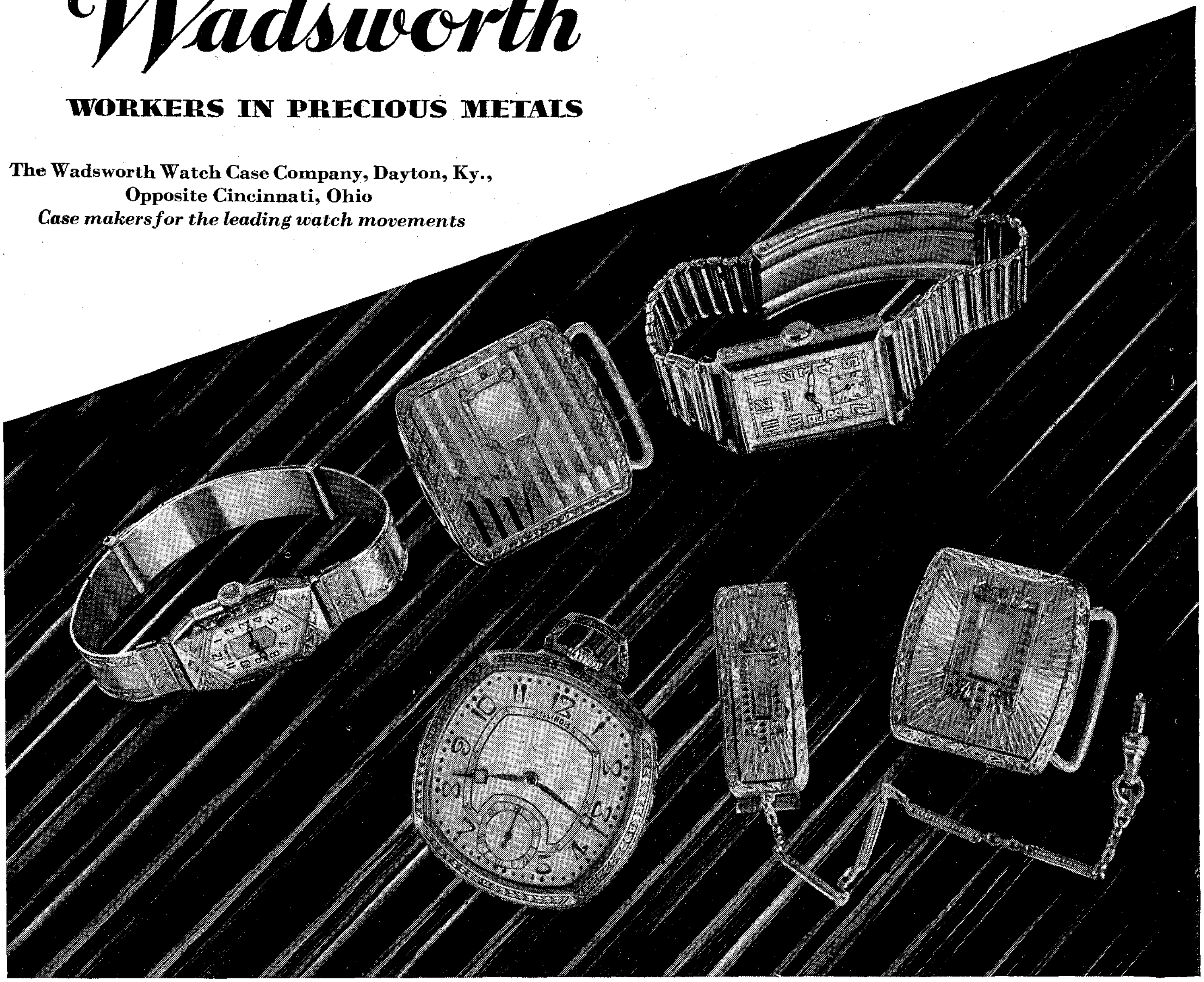
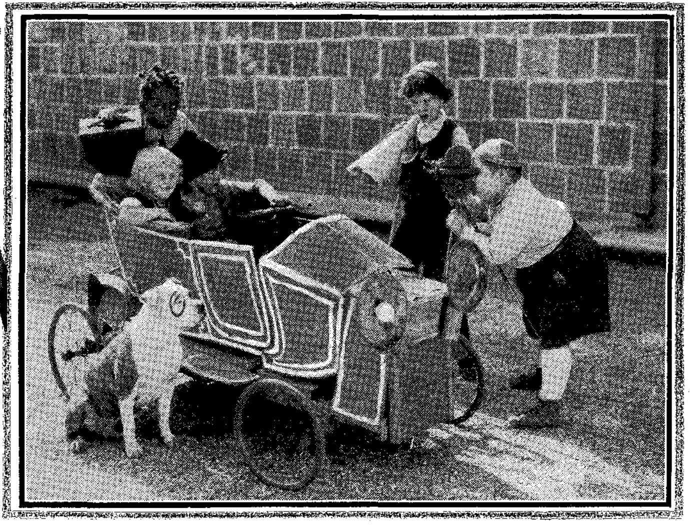


Hal Roach, *producer, and* R. F. McGowan, *director, of* "Our Gang" *Comedies*—



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"We have used many Bell & Howell professional motion picture cameras in the past 15 years in making our comedy productions, and have used them *exclusively* for 'Our Gang' features. The great adaptability and precision of these machines under the most exacting professional requirements, explain to us, in a great measure, the tremendous success you have had with your Filmo cameras and equipment."

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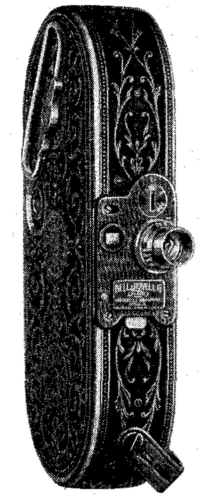
So start right! Avoid disappointment and loss of pictures that can never be retaken by using a dependable Bell & Howell Filmo Camera. It will always give you the truly professional results you have a right to expect, because Filmo is really professional equipment designed for personal use.

With Filmo, anyone can make perfect home movies—pictures of the quality demanded by Hal Roach and other famous producers. It's easier than taking snapshots. Merely look through the "spy-glass" viewfinder, press the button and "What you see, you get"—every time!

Remember that these famous Filmo "home movie" cameras are made with the same watch-like precision that characterizes the wonderful Bell & Howell professional studio cameras costing up to $5000—used for the past 22 years in producing a majority of the photoplays shown in "first-run" theaters.

For black and white pictures, Filmo cameras use Eastman Safety Film (16mm.)—in the yellow box—both regular and panchromatic—obtainable at practically all dealers handling cameras and supplies. Filmo Cameras and Filmo Projectors are adaptable, under license from Eastman Kodak Company, for use of Eastman Kodacolor film for home movies in full color. Cost of film covers developing and return, postpaid, within the country where processed, ready to show at home or anywhere.

See a nearby dealer for complete Filmo demonstration, or write for illustrated, descriptive movie booklet, "What You See, You Get."



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The beautiful pocket size Filmo 75 is in every respect a fitting companion to the larger Filmo 70. Combining lightness with great strength and rigidity it is especially suitable for field, travel and outdoor sports. Filmo 75 is furnished in three rich colors: Walnut Brown, Ebony Black and Silver Birch. Price $120, including case.

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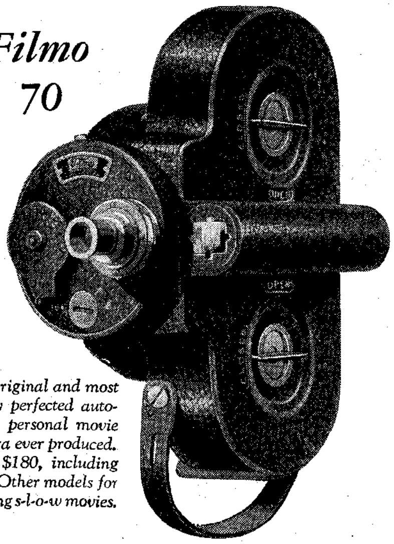

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Summer Playgrounds—*Continued*

to be found within or without our National Park limits."

Its scenic variety, spread over 3,348 square miles, includes geysers, mud volcanoes, hot springs, canyons, fossil forests, cataracts, streams, lofty peaks, forests, tinted rocks, rivers. It is peopled with wild life, including bear, buffalo, antelope, mountain sheep, moose, beaver and two hundred species of birds.

APPROACHES

Each of its various approaches is a fitting introduction to the Park itself, and comprehensive Park tours are conveniently arranged, entering by one gateway and leaving by another.

Through the deep canyon of the Yellowstone River and Paradise Valley the observation cars of the Northern Pacific carry tourists from Livingston to the Gardiner Gateway on the northern border.

The recently developed Gallatin Gateway provides a motor-coach service through the West Gallatin River Canyon and the Gallatin Valley, skirting the Park's western border and entering its interior at West Yellowstone, thence via the Madison River Valley. Tourists by the Chicago, Milwaukee, St. Paul, and Pacific are switched from the main line at historic Three Forks, Montana, the train terminating at Gallatin Gateway where motor coaches are boarded. Travelers on the Northern Pacific desiring to enter the Park from this direction leave the main line at Bozeman, proceeding thence by motor coach.

Yellowstone's western rail gateway is at West Yellowstone, directly on the Park's border, with service by the Union Pacific System via Pocatello on its Oregon Route—the "Overland Route" via Granger, with connections from Denver, Salt Lake City and Ogden.

From Lander travelers by the Chicago and North-Western System are carried in motor coaches over the Rocky Mountain Highway to the Park.

From Cody through the Shoshone Canyon and Shoshone National Forest, tourists by the Burlington Route are transported to the Sylvan Pass, eastern Yellowstone gateway.

GRAND TETON NATIONAL PARK

Twenty-five miles south of the Yellowstone we have a new National Park this summer.

President Coolidge last February signed the act establishing the Grand Teton National Park in western Wyoming, thus concluding successfully a thirty-one-year struggle to give this area national parkhood.

"The new park," says the Department of the Interior Bulletin, "is in the heart of one of the great dude ranch districts of Wyoming, and therefore assured of a picturesque atmosphere in keeping with the early history of the Tetons."

The park includes the spectacular Teton Mountains, a granite uplift of unusual grandeur. On the west it borders the Jackson Hole Country, which in the early days of the West was a hiding place for cattle thieves and other criminals.

NATIONAL FORESTS

More than 13 per cent. of Wyoming's surface is protected by the Forest Service. In southern Wyoming, reached by rail and motor pathways from Cheyenne to Laramie, we reach the Medicine Bow National Forest. To quote from the Forest Service Bulletin:

"Long before the Oregon Trail was blazed through Wyoming, 'Medicine Bow' was the scene of the red man's annual bow-making festival. From this gathering, according to one legend, comes the name which has attached itself to landmarks for miles around.

"Also in southern Wyoming, across the upper North Platte Valley to the west of the Medicine Bow National Forest, is the Hayden National Forest.

"Northwest of the Hayden National Forest, across the Red Desert, the Continental Divide again becomes mountainous. In this form it nearly parallels with its many spurs the western boundary of the State to the southeast corner of Yellowstone National Park, where it again takes a more westerly course. The entire mountainous region here is covered by national forests; the Wyoming and the Teton on the west side of the mountain range, extending to the south boundary of Yellowstone Park, and the Washakie and the Shoshone on the east side, the latter adjacent to the park along its eastern border."

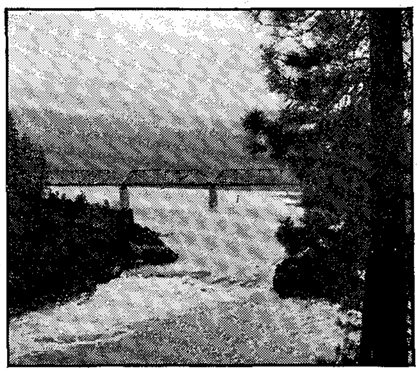
WYOMING ROUTES

Wyoming's rail arteries include the Burlington Route, Chicago and Northwestern, Union Pacific System, Colorado Southern; across her domain extend the Custer Battlefield Highway, Yellowstone Trail, Rocky Mountain Highway, Lincoln Highway, etc.

IDAHO'S TRAILS

"The crooked course of the Snake River, first the North Fork then the main stream, from the western border of Yellowstone Park to Lewiston, the old capital of Idaho, is a route of absorbing historic interest as well as of tremendous scenic grandeur," says John T. Faris, in "Seeing the Far West."

"The first one hundred and fifty miles of the route was unknown to the explorers who threaded this marvelous western country on the way to the Pacific, but from Fort Hall to the point on the western boundary of Idaho, northwest of Boise, was the pathway, over the Old Oregon Trail, for hunters, trappers, missionaries, home-seekers, prospectors, and miners."


Courtesy of Great Northern Railway

PRIMEVAL FORESTS AND GLISTENING WATERS OF IDAHO

HISTORIC PATHWAYS

From Fort Kearney and Fort Laramie, through the South Pass, hither to Fort Hall toiled the covered-wagon trains. Here the trail divided, some of the immigrants following the Oregon Trail to Fort Walla Walla in the Oregon country, others winding southward and westward to the land of gold over the California Trail.

Now the Union Pacific, westbound from Granger and Cheyenne, enters the State at Border; north from Salt Lake to Pocatello; from Pocatello, "The Gate City," railway center and second largest city in Idaho, one branch of the Union Pacific swings northeast up the Snake River Valley to Yellowstone Park, through the Targhee Forest and Reas Pass in the Beaverhead Mountains, passing through Idaho Falls, one of the great potato centers of the State, and St. Anthony, noted for its seed-pea industry. North from Idaho Falls another branch of this system goes through to Butte, Montana.

In its downward course from Idaho Falls the Snake continues a tumultuous river of cataracts and rapids, including among many others American Falls and the great Shoshone Falls, 212 feet high, and the Twin Falls, nearly as lofty.

Finally, the Snake, flowing northward for 200 miles, forms Idaho's scenic border; then at Lewiston, site of rail and motor routes from Kansas City to Portland, head of the navigation and former capital, turns into Washington on its way to join the Columbia.

CRATERS OF THE MOON

"In the semi-arid portion of the Snake River Plateau in south central Idaho, at the foot of the White Knob Mountains, lies the Craters of the Moon National Monument. Nowhere else in the United States can so many volcanic features be found in such a small area.

"The nearest railroad point to the Craters of the Moon National Monument is Arco, twelve miles away, which is reached by a forty-five-mile ride from Blackfoot over the Oregon Short Line Railroad," to quote the Government's "Glimpses of Our National Monuments."

ALONG THE OREGON TRAIL

From Boise, the State Capital, in southwestern Idaho, in historic setting extends the famous scenic North and South Highway.

"Scenically and historically interesting and enthralling," as one writer describes it, this six-million-dollar motorway follows for many miles the early trails of the Whitmans and Spauldings, Lewis and Clark, and the pioneer ox-teams. Its course lies along the banks of the Weiser River to New Meadows, just west of the Payette Lakes; thence through the Salmon River Canyon—"The River of No Return"—to Lewiston on the Snake; thence, bordering the St. Maries, to the confluence of the romantic, shadowy St. Joe; and along the winding shore of Lake Cœur d'Alene to the City of Cœur d'Alene (where one turns the corner for Spokane); thence east to the famous lead-silver-zinc mines, or north to Sandpoint at the head of Lake Pend d'Oreille (pronounced Pond do ray), and on to Bonners Ferry on the Kootenai River and Port Hill on the international border.

FORESTS AND PRESERVES

Idaho has established fifteen game preserves embracing a total of approximately 4,000,000 acres.

There are nineteen national forests in Idaho, ten of which embrace more than ten million acres. Among these are the Boise, Challis, Idaho, Lemhi, Nez Percé, Payette, Salmon, Sawtooth, Selway, and Targhee.

Two deserve special note. "The Pend d'Oreille National Forest lies in the 'Panhandle' of northern Idaho. It extends from the Canadian boundary south to include Lake Pend d'Oreille, one of the largest and most beautiful bodies of fresh water in the Northwest."

Besides its beautiful lake scenic attractions the Pend d'Oreille includes the Clark Fork and Kootenai rivers and the Selkirk, Purcell, and Cabinet mountain ranges.

In northern Idaho, too, is nature unspoiled in the vast recesses of the St. Joe National Forest.

"In the St. Joe Forest one may enjoy much of the solitude and charm of the wilderness."

Idaho's main rail arteries include the Union Pacific; the Great Northern, and the Chicago, Milwaukee, St. Paul, and Pacific systems.

IN THE EVERGREEN PLAYGROUND

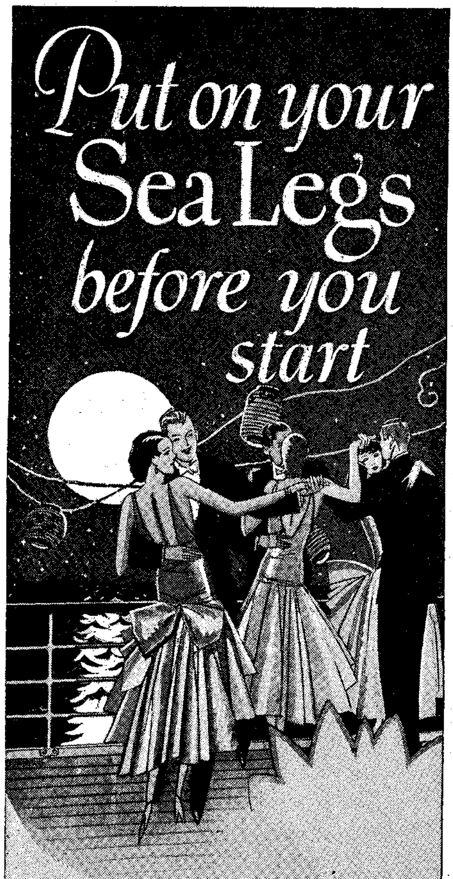
Pathways from Idaho across the Valley of the Snake enter "The Charmed Land," embracing the Inter-Mountain Playground and the Evergreen Playground of Washington, Oregon, and British Columbia.

Here was that blessed goal of the covered-wagons expeditions, as they toiled through untold hardships to reach the valleys of the Blue Mountains, Walla Walla, and Fort Vancouver on the green shores of the Columbia.

To-day we may enter this region over much the same route by the Union Pacific System, while northward Spokane provides still another eastern gateway, through which pass the rail arteries of the Great Northern; Northern Pacific; Milwaukee, and another division of the Union Pacific System. By whatever approach, scenery, climate, and modern civic enterprise greet us.

WASHINGTON'S WELCOME

Spokane, "Capital of the Inland Empire" between the Rockies and Cascades, welcomes us to Washington's wonderlands,



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Eskay's Tablets for Seasickness

This remedy has an authoritative medical background. It is the result of the finding at one of America's leading medical schools that sodium nitrite exerts a calming influence on the nerve mechanism controlling balance until the body adjusts itself to the ship's motion.

Eskay's Tablets contain no narcotics, and do not upset the stomach or produce any unpleasant after-effects. Bought before going on board and taken as a preventive, they will keep you and your family free from all discomfort.

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Summer Playgrounds—*Continued*

which include 200 rivers, 150 lakes, ten National Forests, and a picturesque coastline.

The city stands at the Falls of the Spokane River. Mt. Spokane, highest peak of eastern Washington, may be seen towering twenty miles to the northeast. A short distance west of the city are the marvelous chasms and cliffs of a prehistoric bed of the Columbia River, known as Grand Coulee, now a State Park.

Westward lie the upper Valley of the Columbia and the majestic peaks of the Cascade Range. Here is Chelan ("Beautiful Water"), one of the world's most exquisite lakes, in a gorge comparable to Yosemite and surrounded by the vast Chelan National Forest. Wenatchee is a gateway. Southward extends the Wenatchee National Forest, with more than a million acres of lakes, mountains, and rivers.

Threading the Cascades, we come to the Puget Sound country, with its natural and man-created delights.

At the threshold of the Pacific stands Seattle, vibrant metropolis of Washington, rail terminus from the East and ocean port for Alaska, the Orient and Hawaii. Built upon the hills, surrounded by winding waterways and broad lakes, Seattle has snow-capped peaks for its background. Its setting is exceptional. Its civic charm and pulsating progress fascinate.

In every direction water and land trips tempt the visitor. In the city's heart is Lake Union. Beyond are the second largest canal-locks in the world, and Lake Washington provides Seattle also with a fresh-water harbor.

Northward smooth roads urge us on to Everett, another ocean port; to Bellingham, gateway to the Mt. Baker National Forest and the San Juan Island Archipelago; to the International Gateway at Blaine, portal to British Columbia's continuation of the Evergreen Playground, and then to the cities of Vancouver and Victoria, which we shall glimpse under our survey of Canadian vacation lands.

Southward from Seattle, by rail and motor highways, we travel through "the smiling Puyallup Valley" to Tacoma, looking westward across her harbor to the Olympic Mountains and eastward to the Cascades. Here again is a city in the attractions of which tourists find enjoyment.

Tacoma is a direct gateway to two regions of extraordinary natural beauty. From her limits we may motor to Olympia, and over the Olympic Highway enter the enthralling natural attractions of the Olympic Peninsula. Along Hood's Canal the roadway continues to evergreen forests and idyllic Lake Crescent, overlooked by Mt. Olympus (8,200 feet) crown of the Olympic National Forest and forming the Mt. Olympus National Monument.

RAINIER NATIONAL PARK

Tacoma is also the direct rail and motor approach to Rainier National Park and its great mountain, monarch of the Evergreen Playground, 14,408 feet in elevation. Says the Government's booklet on this towering sentinel:

"Home-bound sailors far at sea mend their courses from his silver summit. Travelers overland catch the sun glint from his shining sides at a distance of more than 150 miles.

"Seen upon the map, as if from an airplane, one thinks of it as an enormous frozen octopus stretching icy tentacles down upon every side among the rich gardens of wild flowers and splendid forests of fir and cedars below."

By the Milwaukee System the Park is reached from Ashford by motor highway to Paradise Valley.

From Tacoma through Olympia, the Pacific Highway and the Southern Pacific System wind southward, passing the Lewis and Clark State Park and reaching the Columbia River at Longview, the amazing new civic creation. From Longview the route south follows the Columbia River to Vancouver (Washington), opposite Portland.

OREGON'S PLAYGROUNDS

Portland, "City of Roses," portal to the Columbia River Valley, premier port and rail center of Oregon, is beloved by all tourists. Her environs at all times are admirable, but she is adorned in most exquisite raiment each June when celebrating her Rose Festival.

Trips afield invite in various directions. The Columbia River Highway, with its views of fairylike falls, five-windowed rock tunnel, and heights overlooking the historic waterway, offers an unforgetable motor trip. Or, if you like the ocean, motor to the coast resorts, the Clatsop and Tillamook beaches, and south to Newport, with its sea lions. Like mountain lands? Then take the famous Mt. Hood Loop Drive through the heart of the Mt. Hood National Forest. Says the Forest Service booklet:

"Fifteen National Forests, entirely or in part in Oregon, embrace a total of fifteen and a half million acres. More than 7,200 miles of woodland roads through these Oregon Forests are constructed or planned by the Forest Service.

"The Mount Hood National Forest covers the region around Mount Hood and extends from the Columbia River south almost to Mount Jefferson. . . ."

If we follow the Columbia east to the Dalles, with their falls, Government Canal and painted rocks, thence on to the mouth of the Walla Walla and up that historic stream, we come to the first of a series of National Forests in eastern Oregon. Quoting again from the Forest Service booklet

"The Umatilla National Forest covers long, narrow mountain ridges in northeastern Oregon and southeastern Washington. It is crossed by the Old Oregon Trail, the Pendleton-John Day Highway, and several lesser roads; also by the Union Pacific Railroad. . . ."

Adjoining this forest on the south: "In two parts and covering a portion of the Blue Mountains and the southern drainages of the Wallowa Mountains, the Whitman National Forest with 1,338,184 acres

East of the Umatilla: "Covering the headwaters of the Imnaha, Wallowa, Lostine, and Minam Rivers, the Wallowa National Forest is situated in the extreme northeast corner of the State. The canyon of Snake River forms the eastern boundary of the State as well as of the forest."

Between these eastern reservations and the main Cascade Divide lie Ochoco,

National Monument. Courtesy of Burlington Route

A MAJESTIC BEACON OF THE OREGON TRAIL—SCOTTSBLUFF

Deschutes, and Fremont National Forests.

"The headwaters of the Deschutes and Metolius rivers are covered by the Deschutes National Forest. It has a wealth of lakes and streams and is largely used for recreation. It has a network of roads and is readily accessible."

From Mt. Hood south the main Cascade Range is protected by a series of National Forests extending almost to the California line. From north to south they include, first, the Santiam National Forest, and below this—

"The Cascade National Forest contains 1,023,800 acres. The eastern boundary is the Cascade Divide, and the forest stretches from a little north of the MacKenzie Pass to a point south of Summit Lake, including the drainages of the Willamette and most of the MacKenzie River.

There follow the more than a million acres of the Umpqua National Forest, adjoining on the north Crater Lake National Park.

"It includes practically all of the headwaters of the Umpqua River, stretching from the divide between Willamette and Umpqua drainages south to the divide between the Rogue and Umpqua Rivers, with its eastern boundary along the Cascade divide."

"The Crater National Forest covers the extreme south end of the Cascade Range and surrounds the Crater Lake Park.

CRATER LAKE NATIONAL PARK

Eons ago, before human eyes gazed upon the Cascades, the prehistoric volcano Mt. Mazama towered above their summits. A titanic cataclysm caused the upper part to fall in. Its fires ceased. The huge pit resulting filled with water. We name it to-day Crater Lake, center of the Crater Lake National Park.

"It is one of the most beautiful spots in America. The gray lava rim is remarkably sculptured. The water is remarkably blue, a lovely turquoise along the edges, and, in the deep parts, seen from above, extremely dark. The contrast on a sunny day between the unreal, fairylike rim across the lake and the fantastic sculptures at one's feet, and, in the lake between the myriad gradations from faintest turquoise to deepest Prussian blue, dwells long in memory."

Medford and Klamath Falls, on the Southern Pacific System, are gateways.

Along the Pacific coast stretch other forest reservations:

"Lying along the coast and broken up into many separate parts, the Siuslaw National Forest stretches from near Tillamook south almost to Marshfield. It has the distinction of having many miles of beach."

In the southwestern corner of Oregon; "The Siskiyou National Forest lies in the Siskiyou Mountains of southern Oregon and northern California. Its area is 1,362-134 acres, of which 329,384 acres are in California."

OREGON CAVES

"The most notable attraction of the Siskiyou National Forest is the Oregon Caves, in the Oregon Caves National Monument. These are forty-nine miles from Grants Pass. The Caves Highway leaves the Redwood Highway about a mile south of Kerby.

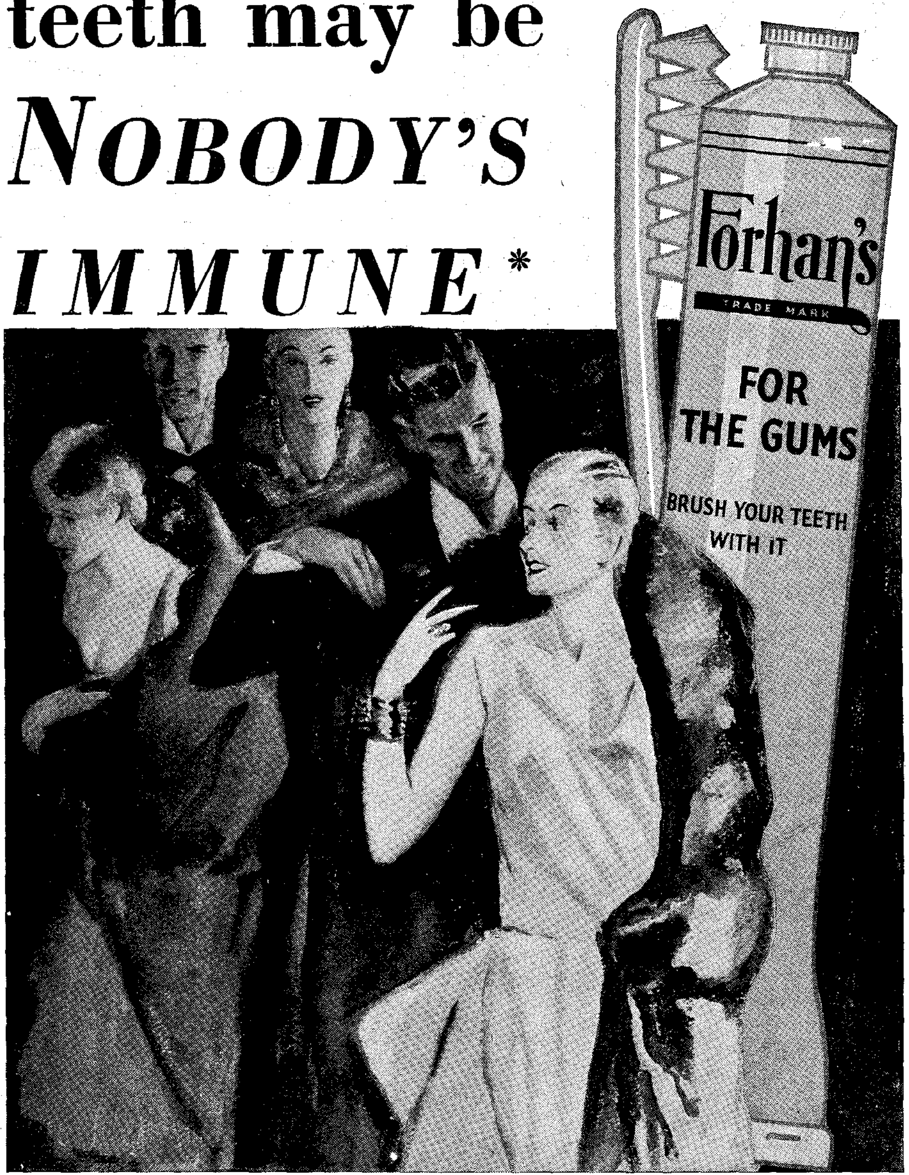
"The Oregon Caves are located in Cave Mountain, a peak of limestone formation 6,000 feet high. The main entrances to the caves are at an elevation of 4,000 feet."

ALASKA THE UNFORGETABLE

From the Pacific Northwest, Alaska tempts the summer tourist with a trip of innumerable wonders. As he embarks from Seattle, Vancouver, or Prince Rupert winding channels, island-dotted, mountain-walled, unfold continuous vistas of natural charm. Penetrating the interior, he comes upon other scenes of fascination.

As Agnes Rush Burr fittingly describes

No matter how white teeth may be NOBODY'S IMMUNE*



*4 out of 5 While Caring for Teeth Neglect the Gums and Sacrifice Health to Pyorrhea

DENTAL authorities tell us that in this super-civilized age of luxurious living and soft foods, proper care of the gums is as important as care of the teeth.

For when gums are neglected they cannot resist disease. They recede from the teeth which loosen in their sockets. Then Pyorrhea sets in. Its poisons ravage health and leave in their wake a trail of havoc . . . A needless sacrifice made by 4 persons out of 5 after forty and thousands younger.

Brush your teeth, of course. But also brush gums vigorously with Forhan's for the Gums. It safeguards teeth and health. It helps to firm gums and keep them sound. As you know, Pyorrhea seldom attacks healthy gums.

When you have used Forhan's for a few days you will see an improvement in the appearance and health of the gums. Also you will note that this dentifrice cleans teeth and protects them against acids which cause decay.

Pay a semi-annual visit to your dentist. And start brushing teeth and gums with Forhan's regularly, morning and night. Teach your children this health habit. They'll thank you in later years. For it is the most sensible way to care for teeth and gums and so protect precious health. Get a tube of Forhan's from your druggist today. Two sizes—35c and 60c. Forhan Company, New York.

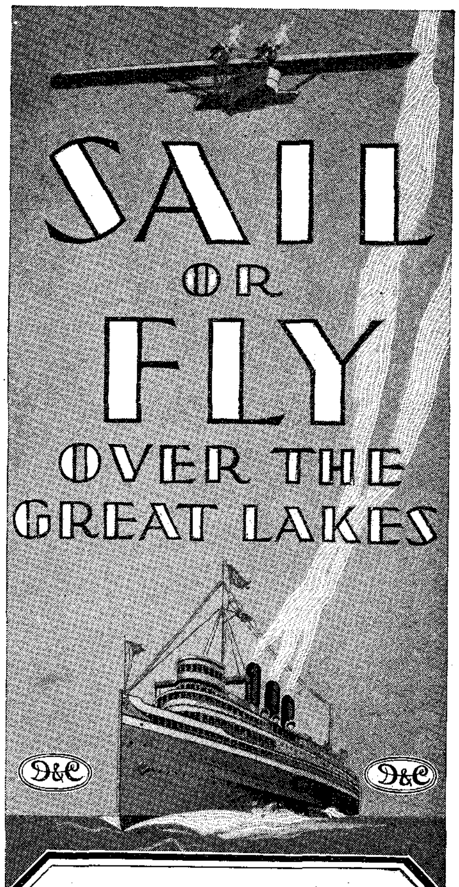
Forhan's for the Gums is far more than an ordinary toothpaste. It is the formula of R. J. Forhan, D. D. S. It is compounded with Forhan's Pyorrhea Liquid used by dentists everywhere. You will find this dentifrice especially effective as a gum massage if the directions that come with each tube are followed closely. It's good for the teeth. It's good for the gums. Use it faithfully.

New . . . Forhan's Antiseptic Refreshant

It's The Perfect Mouthwash. It sweetens breath and taste and refreshes mouth. It is good for sore throat. It is a safe, pleasant antiseptic mouthwash, that has no telltale odor. Try it.

Forhan's *for the gums*

YOUR TEETH ARE ONLY AS HEALTHY AS YOUR GUMS



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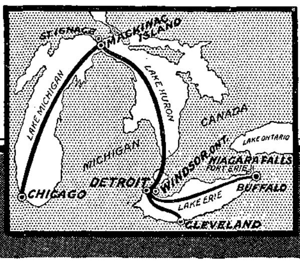


Summer Playgrounds—*Continued*

it in her book, "Alaska, Our Beautiful Northland of Opportunity":

"From almost the time one starts Alaskaward, there is a succession of snow-capped mountains, a succession of glaciers. . . .

"There are waterfalls innumerable, lacing mountainsides with slender lines of silvery loveliness amidst the deep green of spruce, or leaping in great foaming torrents from craggy mountain brows to glistening gray boulders, and filling the air with the thunder of their voices and the radiant glory of their rainbows. There are silent fiords lying placid under gray mountain walls; deep, dark canyons through which rivers boil over rocks and rapids. There are great stretches of pleasant valleys filled with grasses and slender, arrow-tipped spruce. And everywhere are wild flowers.

"Seemingly every blossom that nature has made grows here in a profusion that covers the landscape with color and fills the air with fragrance."

Thus, threading the Inside Passage, winding channels bring us to the first United States port, forest-fringed Ketchikan, perched on its mountainside. A boat trip to Prince of Wales Island, near by, takes us to the collection of totem-poles and other historical objects included in Old Kassan National Monument.

Thence through the island labyrinth of the Alexander Archipelago we steam on to Wrangel, near the mouth of Stikine River, pathway of Hudson's Bay Company trappers and gold seekers.

There follows Petersburgh of fisheries fame and gateway to the Le Conte Glacier.

Beyond, at the head of Taku Inlet, glistens in turquoise and sapphire the huge Taku Glacier, its ice masses constantly crashing into the water beneath.

Gastineau Channel leads the way to Juneau, under the brow of Mt. Roberts and Mt. Juneau. From this up-to-date town, headquarters of the Territorial Government, motor trips to Gold Creek Canyon, Silver Bow Basin, and Mendenhall Glacier, and boat trips up the Taku River and to Sitka, tempt us to further explorations. From Juneau by boat we may visit the region of forests, glaciers, and sublime mountains included in Glacier Bay National Monument.

If our steamer is not scheduled to stop at Sitka, this historic town and former capital should be visited from Juneau. On the way are wondrous views of mighty glaciers and of the St. Elias Range towering snow-clad 12,000 to 16,000 feet skyward.

At Sitka lingers the romance of the Russian régime, and our imagination may picture the brilliant gatherings under Governor-General Alexander Baranoff. The old Greek Church, with its two-century-old paintings, gold and silver altar and exquisite candlesticks and embroideries, typifies the days of Russian rule.

"Sitka National Monument," says the official description, "on Sitka Bay, includes the site of the ancient village of a warlike tribe, the Kiki-Siti Indians, who in 1802 fortified themselves here at the old village after their massacre of the Russians, and defended themselves until the decisive 'Battle of Alaska' in 1804, when the Russians established their supremacy over the Indian tribes in southeastern Alaska. The principal objects of interest are the sixteen totem-poles, relics of the aboriginal life of the region. Silently they stand, sentry-like, each telling its own story."

Northward from Juneau the voyage continues through the Lynn Canal to Skagway ("Skagua—Northwind"), now "The Flower City of Alaska" but once the lurid gateway of the Klondike Gold Rush. Here ruled, in those hectic days, "Soapy" Smith, and from here departed for the agonies of the Chilkoot or White Pass an army of fortune hunters. Skagway is rail-terminus of the White Pass and Yukon rail-and-water route to the Lake Atlin region and the headwaters of the Yukon.

Mile after mile of dense forest has been disclosed to our eyes all along the route to Skagway, this whole portion of southeastern Alaska, down to the southeastern tip, being embraced in the 16,547 acres of the Tongass National Forest.

Beyond Skagway we cross the waters of the Alaskan Gulf and enter the island-dotted, shore-indented Prince William Sound. Here at Cordova is another gateway to the interior by the Copper River and Northwestern Railway, past the huge Miles and Childs Glaciers, to Chitina and Kennicott. At Chitina connection is made for the famous motor trip over the Richardson Automobile Trail to Fairbanks.

Valdez, "The Glacier City," follows Cordova with a delightful motor trip to Keystone Canyon, the road being a continuation of the Richardson Automobile Trail just referred to. This entire Prince William Sound region is included in the 4,799 acres of the Chugach National Forest.

From Valdez the course leads westward and, skirting the Kenai coast, passes between towering granite mountains into the landlocked harbor of Seward, southern terminus of the United States Government's Alaska Railroad, and gateway to Mt. McKinley National Park.

From Seward we may continue our Alaskan voyage to Kodiak Island, famed for its great bears, and then, crossing Shelikof Strait, visit the Katmai National Monument on the Alaskan Peninsula opposite. Few regions in the world present more weird phenomena. Mt. Katmai, its summit blown asunder in the mighty cataclysm of 1912, rises over an area of fumaroles, mud volcanoes, and steaming fissures in the Valley of Ten Thousand Smokes.

No trip Alaskaward is adequate without entrance to the interior wonderlands. Various loop trips, entering at one gateway and leaving by another, offer delightful possibilities. Of these trips, the richest in interest, perhaps, is the one circling through the White Pass, Atlin, the Yukon River, and Fairbanks, the high lights being as follows:

The Inside Passage voyage is followed to Skagway, thence by White Pass and Yukon rail route, paralleling for some distance the Klondike Gold Trail. A triumph of engineering skill, the line climbs the saw-tooth Range, disclosing panoramic views. At White Pass Summit, elevation 2,400 feet, the International Boundary is passed and the Dominion entered; but, as William Ogilvie, in his book, "Early Days on The Yukon," says, "The United States Territory of Alaska and the Yukon Territory of Canada are so intimately associated in the public mind that few except scholars or students think of them as separate."

The route continues to Lake Bennett, skirting its shores to Carcross.

"The trip to Atlin, which begins here," says Agnes R. Burr in her book previously quoted, "is taken by almost every tourist to the Northland, so well known has this lake become for its unusual attractions; and the days passed under the spell of its enchantment are among the most delightful of the trip to the north."

Returning to Carcross, we resume the journey along Lake Bennett, passing Myles Canyon, the seething White Horse Rapids, and on to White Horse, head of Yukon River navigation.

For two thousand miles this mighty river winds through the northland toward the sea. A boat trip over its waters has constant fascination.

Leaving White Horse, the boat passes over Lake Barge, mountain-walled; thrillingly shoots the Five Finger Rapids; passes Fort Selkirk and the old Hudson's Bay Company post; docks at Dawson, capital of the Klondike gold fields of '97. Where "One-Eyed Riley" played the limit in those hectic days is now a progressive, law-abiding town of tourist interest.

Below Dawson and before reaching Eagle the river crosses from the Yukon Territory into Alaska, flowing through a primeval wilderness for many miles.

At Fort Yukon the "Midnight Sun"

region is entered, the Arctic Circle crossing the river near by. Midnight Sun excursions from the East arrive here in June for this impressive solar spectacle.

Great bluffs line the river to Fort Gibbon. At Tanana, circle-tour passengers transship to the Tanana River boat, ascending this "River of Mountains," whose confluence with the Yukon is here, to Nenana, head of Navigation, where the Alaska Railroad train is boarded for Fairbanks. From Nenana are also operated boats to Holy Cross and other points on the lower Yukon.

After a visit to Fairbanks the Alaska Railroad provides the Mount McKinley National Park through-rail route back to the sea.

MT. MCKINLEY NATIONAL PARK

"The second largest and farthest north of America's National Playgrounds . . . derives its name from that monarch of all peaks—Mt. McKinley (elevation 20,300 feet)—that stands practically in the center of the vast Park area. Near by stands Mt. Foraker (elevation 17,000 feet) and Mt. Russell (elevation 11,600 feet). These three snow-clad peaks form a trio of magnificence that is glorious and beyond compare; and throughout the long Alaskan summer days they may be seen for many miles, their jeweled heads forming a picture of indescribable impressiveness and grandeur.

"In addition to its scenic attractions, however, Mt. McKinley National Park is also a great game preserve, for here the visitor may see caribou, mountain sheep, grizzly, and black bear.

"Throughout these places of interest are delightful trails and roadways, over which visitors hike, saddle-horse ride or motor. Entrance to the Park is from McKinley Park station, Mile 348 on the Alaska Railroad. Visitors are handled by motor-car to Savage River Camp, twelve miles within the Park," says the Department of Interior booklet.

South of Mt. McKinley National Park the railroad penetrates the Sustina River Valley, and at Anchorage reaches the head of Turnagain Arm, a far-flung estuary of the sea. From this city the line climbs up over the divide of the Kenai Peninsula through the scenic glories of the Loop District, with Spencer Glacier and Lake attractions, descending finally to its terminus at the port of Seward, where the steamship is boarded for the return journey.

An alternative trip from Fairbanks to the sea is by the famous Richardson Motor Highway through the heart of Alaska to Chitina, where connection is made with the Copper River and Northwestern Railway, passing between Miles and Childs Glaciers, and bringing the tourist to his return steamship at Cordova.

This circle trip may be taken in reverse direction.

APPROACHES TO ALASKA

Steamship routes to Alaska include the Canadian National Railways' ships from Vancouver and Prince Rupert to Skagway and intermediate ports; Canadian Pacific's *Princess* steamers from Vancouver with connections from Seattle, including the same ports; Alaska Steamship Company's fleet from Seattle in three divisions, including the Southwestern, Southeastern, and Bering Sea routes, and providing voyages to Sitka, Skagway, Cordova, Seward, Nome, and St. Michael; the Pacific Steamship Company's *Admiral* ships, operating over two routes from Seattle to Southeastern and Southwestern Alaska, and including Ketchican, Wrangel, Juneau, Skagway, Sitka, Cordova, Seward, Kodiak.

COLORADO—ROCKY MOUNTAIN LAND

Returning to the States, we find Colorado's Rocky Mountain playgrounds irresistible. Here is skyland with forty-four peaks exceeding 14,000 feet in elevation.

Here are two National Parks with diverse interest, Rocky Mountain, and Mesa Verde; seventeen National Forests; four National Monuments, and eighteen State Game Preserves. To these recreational facilities must be added famous cities and towns, scenic highways and rail routes.

Denver, "Colorado's mile-high capital," with "300 days of sunshine," has fourfold attraction. It is a delightful city in which to live; it is preeminently a city of tourist joy; it is a gateway to playlands within Colorado and beyond; it is a popular stop-over on the transcontinental itinerary. From the golden dome of its Capitol a huge glass globe shines upon forty-two city parks and an adjacent mountain park system of 10,261 acres.

In every direction, jaunts to the number of one hundred, in its immediate environs and in surrounding counties, invite the visitor to Denver, while National Parks north, west, and south are joined with it by a score of rail lines and by motor arteries.

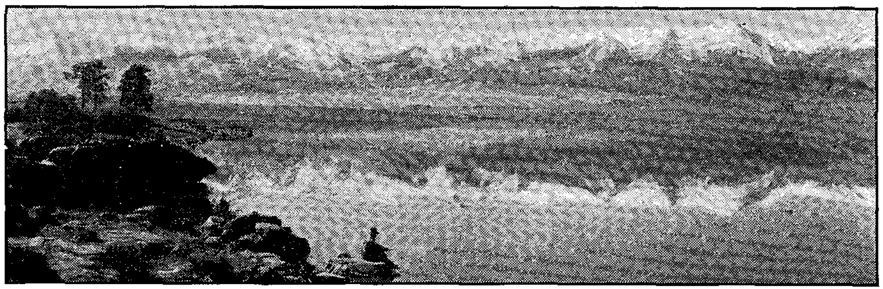
Southward Colorado Springs provides varied attractions as a tourist headquarters. Innumerable trips radiate from this charming city. Beyond, at Manitou, lies the spectacular Garden of the Gods, under the brow of Pike's Peak. Summit routes by cog railway or motor road lead to the top of the world, while the shorter lift up the Scenic Incline discloses impressive views. In the opposite direction is the wondrous Broadmoor-Cheyenne Mountain motor trip; also the circle tour to Cripple Creek, and other mountain tours over picturesque roads.

On the western slope of Colorado is Glenwood Springs, noted for its waters and for the trout fishing in surrounding regions.

ROCKY MOUNTAIN NATIONAL PARK

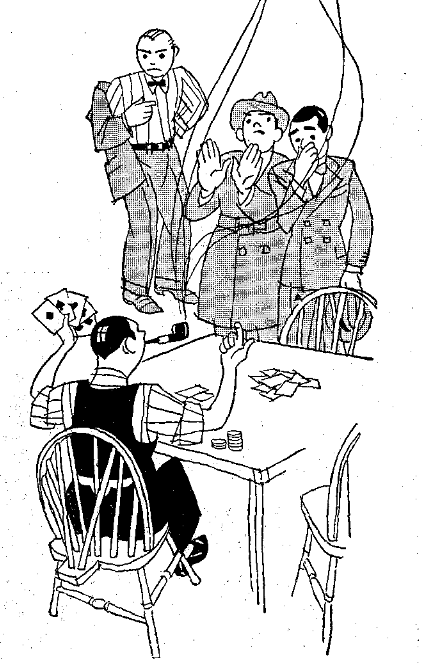
All the characteristic scenic beauties of the Colorado Rockies are typified within the nearly 400 square miles of this park. As Edith Sampson, writing in *Municipal Facts*, describes it:

"The scenery of the Rocky Mountain National Park is dramatic. With Long's Peak merely as a guidepost to the area, the entire country is one of heaven-touching heights, contrasting with great precipice-walled canyons that seem to be cut into the very depths of the earth. There are deep, rich-scented pine forests—and there are immense, bald, rocky fields of boulders, high above timberline; there are creeks that come singing along through the canyons, and there are little lakes, tucked away in vales and glades of gentle landscapes. Afoot, on horseback or in an automobile, it is a landscape of sensational surprizes, smashing climaxes, and unmeasured distances. . . . And here, in the heart of



Photograph by George L. Beam. Courtesy of Denver, Rio Grande & Western R. R.

SANGRE DE CRISTO MOUNTAINS, IN SAN ISABEL NATIONAL FOREST



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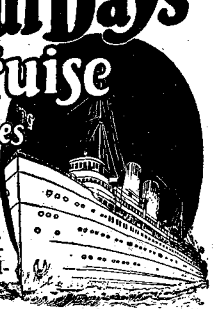

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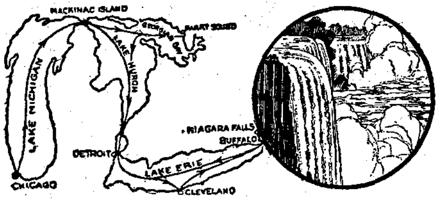


Summer Playgrounds—*Continued*

all these great rocks and boldly hewn mountains, are carpets of the frailest and loveliest flowers in the world."

The park, which is about seventy-five miles northwest of Denver, has numerous approaches and gateways. Estes Park Village, main eastern entrance, has motor-coach service to and from Denver, also motor connection with Fort Collins (Colorado and Southern Railroad and Union Pacific System); Loveland (Colorado and Southern); Lyons on the Burlington Route; Longmont on the Colorado and Southern; Boulder on the Colorado Southern Railroad. Grand Lake Village, on the west, has motor-coach connection with Denver as well as with the Moffat Road at Granby. Allens Park, on the south, has motor-coach service with Lyons and Longmont.

MESA VERDE MYSTERIES

Shrouded in the mysteries of an unknown past, Mesa Verde National Park, in Southwestern Colorado, holds many secrets of prehistoric races. Interest centers in the high-walled canyons diverging from the Mancos River Valley. On the precipitous sides of these clefts in the green mesa are some of the best-preserved abodes of unknown peoples. In June and July nature clothes the region in luxuriant vegetation and bloom.

Gateways open from both north and south. From the north, tourists journey by the Denver and Rio Grande Western System to Mancos, thence to the park by motor-car. From the south there is a three-day round trip with one full day at the park from Gallup on the Santa Fé System.

Four National Monuments present varied objects of interest.

COLORADO NATIONAL MONUMENT

Hundreds of lofty monoliths, lining canyons like mighty sentinels, present one of nature's most impressive spectacles within the nearly 14,000 acres of this region. The park is a few miles from Grand Junction on the Denver and Rio Grande Western System, the National Roosevelt, Midland, and Pike's Peak Ocean-to-Ocean highways.

SECRETS OF YUCCA HOUSE

On the eastern slope of Sleeping Ute Mountain are the remains of a prehistoric village of unusual archeological interest, preserved within the Yucca House National Monument, a few miles west of Mesa Verde, fifteen miles south of Cortez, Colorado, and a short distance from the road between Cortez and Shiprock, New Mexico.

HOVENWEEP, SHADOW OF THE PAST

Rising from surface rocks in Hackberry and Keely Canyons on the Colorado-Utah line stand prehistoric towers and buildings, Hovenweep Castle the largest, built by an unknown civilization. There are also pueblos and cliff dwellings, the structures showing examples of skillful masonry. All are protected in the Hovenweep National Monument, a mile from the road between Dolores and Bluff, Utah.

WHEELER'S STRANGE FORMATIONS

Within the Rio Grande National Forest are found some of the strangest volcanic formations of the country. They are embraced in the territory of the Wheeler National Monument, and are reached by rail from Creede and Wagon Wheel Gap on the Denver and Rio Grande Western.

COLORADO'S NATIONAL FORESTS

Among Colorado's playgrounds, forever preserved for mankind, are fifteen National Forests within the State and two overlapping the State boundary; together they cover a woodland area of more than thirteen million acres.

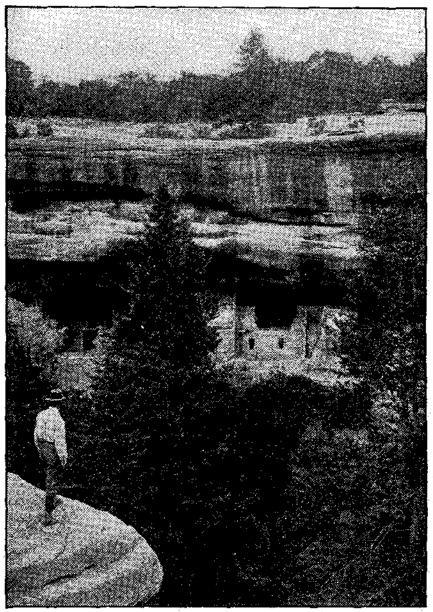
In the northern portion, the Colorado National Forest, stretching along the eastern slope of the Continental Divide, is the source of numerous rivers and streams providing recreational facilities. Scenic highways traversing Boulder, Poudre, St. Vrain, and Thompson Canyons provide some of the many approaches.

Westward the Arapaho National Forest includes North, Middle, and South Parks, "large, high, open, level mountain valleys lying in a north-and-south series between the main divide and parallel lateral ranges." The southern portion is crossed by the Berthoud Pass highway, main east-and-west motor artery of Colorado.

The Colorado and Arapaho Forests are joined by the recently completed Moffat Railroad Tunnel, boring six miles through the Continental Divide.

In Northwestern Colorado the Routt National Forest and the White River National Forest present a combined area of more than a million and a half acres of picturesque scenery, including many water courses. The former is crossed by the Victory Highway, and by a road from Steamboat Springs; the latter is reached from Glenwood Springs.

Southward on opposite sides of the Continental Divide lie the Holy Cross and the Leadville National Forests. Roads lead into the former, following the crystal Roaring Fork, Eagle and Frying Pan rivers, and one railroad and two highways cross the latter over Marshall, Monarch, and Cochetopa Passes.



Courtesy of Chicago, Rock Island and Pacific Railway

MESA VERDE'S MYSTERIES

West of Holy Cross, is Grand Mesa National Forest, with its elevations above 10,000 feet and with more than 100 lakes.

South of Holy Cross are the 905,000 acres of Gunnison National Forest, with many watersheds.

Southwest of Gunnison is Uncompahgre National Forest, a region of canyons and streams.

In southwestern Colorado is the Montezuma National Forest, adjoining the great San Juan National Forest, and this in turn adjoins the Rio Grande

In south central Colorado are the three divisions of the San Isabel National Forest, each division situated on a separate mountain range, its waterways providing excellent fishing. Here is seen the entrancing scenery of the Sangre de Cristo Range.

In addition to National Forests, Colorado has created eighteen State Game Refuges.

UTAH, NATURE'S ART GALLERY

West of the Colorado and Wyoming Rockies, travel-pathways wind through other mountainlands to the resplendent glories of Utah. Nowhere else on earth has the Great Artist of Creation revealed such amazing spectacles.

From Wyoming on the east and Idaho on the north, arteries of travel converge at Ogden, second city of the State, and rail-crossroads. Directly southward they lead to Salt Lake City, which in turn is the meeting place of routes from Denver and elsewhere to California.

"THIS IS THE PLACE"

Making his way through Emigration Canyon, seeking a desirable location for settlement in 1847, Brigham Young exclaimed: "This is the place—drive in." It was in a horseshoe of mountains, with seven canyons opening eastward, and the Great Salt Lake lying fifteen miles to the west—a site then and now ideal for the creation of Salt Lake City.

To-day the dome of its imposing Capitol and the six spires of its lofty Temple overlook a city breathing individuality. Enter its great Eagle Gate, roam about its broad streets and parks, and historic landmarks are found sprinkled among ultra-modern civic development. Absorbing trips beyond invite the visitor.

Surrounded by the Wasatch National Forest, with its summits, canyons, lakes, and streams, scenic drives offer happy experiences to motorists. Then there is Saltair Beach, of Great Salt Lake, where non-swimmers may float in the water as easily as corks.

Salt Lake City is the gateway to Utah's National Parks, and to several National Monuments and National Forests, as we shall see.

SUBTERRANEAN FAIRYLANDS

Between towering peaks we may enter, on the highway from Salt Lake City, American Fork Canyon, and visit the Timpanogos Cave National Monument. "Strange formations of fairylike beauty are seen in a great variety of shapes and colors," to quote from the Salt Lake Chamber of Commerce.

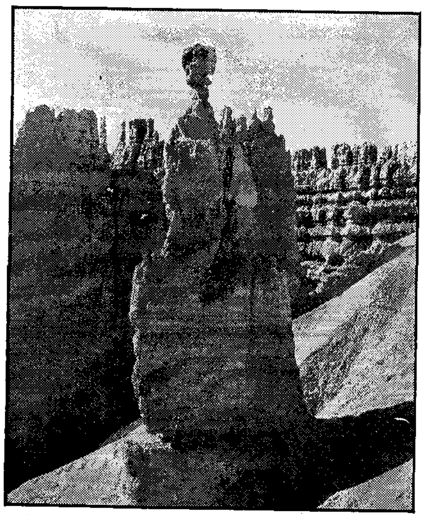
NATURAL BRIDGES

"Three natural rock bridges of great size and beauty, occurring within a few miles of one another near the head of White Canyon, are included in this National Monument located in San Juan County, southeastern Utah," says the official government description.

The largest span has a reach of 261 feet and a width of 128 feet, and is 222 feet above the stream-bed. Caves and cliff dwellings offer other attractions. These wonders are approached by trail from Blanding, Utah, on the main line of the Denver and Rio Grande Western System.

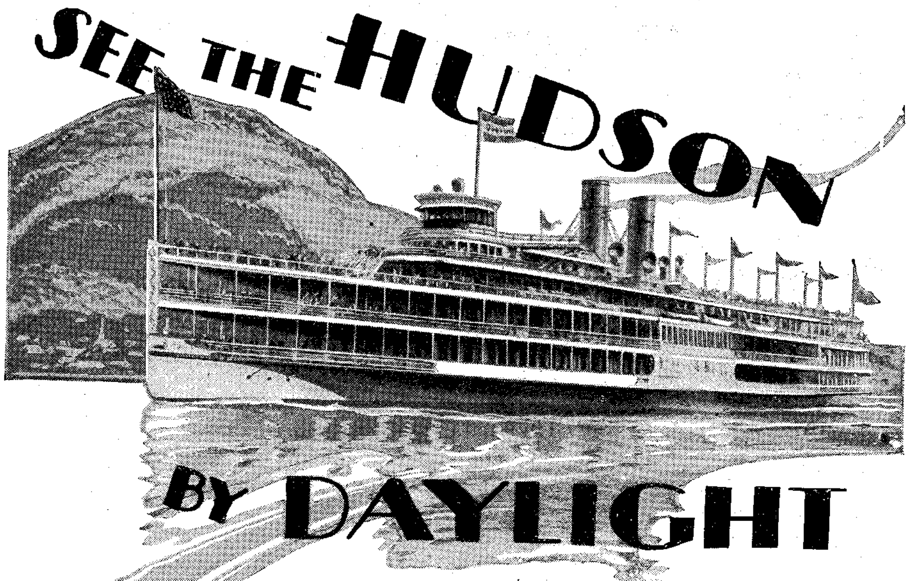
PREHISTORIC SKELETONS

"In no other part of the world has there been found such a deposit of dinosaurian and other prehistoric reptilian skeletons as that taken from lands embraced in the Dinosaur National Monument in northeastern Utah. The Dinosaur Monument



By De Cu, from Ewing Galloway

BRYCE CANYON'S LAND OF FANTASY



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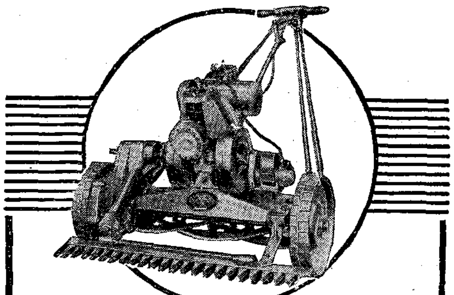

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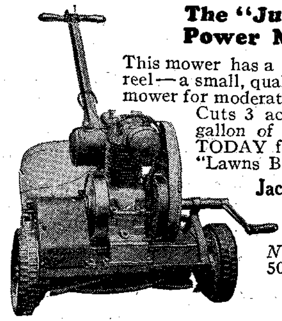

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Summer Playgrounds—*Continued*

is easily reached by private automobile from Jensen, Utah."

RAINBOW BRIDGE

Long shrouded in the mystery of Indian legend, this marvel of nature is now embraced in Rainbow Bridge National Monument of southern Utah.

"If it could be arched over the canyon and the Capitol at Washington, there would still be room to spare. Of salmon pink sandstone, its proportions are so nearly perfect it dwarfs all human architecture of the sort."

The approach is from Flagstaff on the Santa Fé System by motor-coach to Rainbow Lodge, thence by horseback.

The Fred Harvey Company, operating hotel and transportation service at the Grand Canyon National Park, has installed automobile transportation service from the Grand Canyon to Rainbow Lodge and return.

A NEW MONUMENT

In Utah has been recently created the new Arches National Monument, containing gigantic arches, natural bridges, "windows," spires, and balanced rocks. These extraordinary formations are about fifteen miles from Thompson, on the Denver and Rio Grande Western System, in Grand County, eastern Utah.

TEMPLES OF ZION

Utah's crowning natural glories are her colorful southern National Parks. Of these Zion is preeminent. No superlatives can picture its breath-taking spectacle. Its amazing splendor of coloring, its mighty sculptures, defy description. The conservation official description reads:

"Here the famous Vermilion Cliff, whose brilliant red precipice brightens more than a hundred desert miles, joins the glistening White Cliff, another desert feature of celebrity, the white overlying the red. Here, too, sandstones and shales of many other hues unite in dazzling combination.

"Extraordinary as are the sandstone forms, the color is what most amazes. The gorgeous red of the Vermilion Cliff is the prevailing tint. Two-thirds of the way up, these marvelous walls and temples are painted gorgeous reds; then above the reds they rise in startling white. Sometimes the white is surmounted by a cap of vivid red, remains of another red stratum which once overlay all. The other colors are many and brilliant. The Vermilion Cliff rests upon 350 feet of even a more insistent red, relieved by mauve and purple shale. That in turn rests upon a hundred feet of other variegated strata.

"Through these successive layers of sands and shales and limestones, colored like a Roman sash, flowing in the sun like a rainbow, the Mukuntuweap River has cut its amazing valley."

BRYCE CANYON GLORIES

Northeast of Zion, Bryce Canyon, until last year a National Monument, but now a National Park, carries us into another realm of unrealities.

"The approach," says the Department of Interior description, "is spectacular; no evidence of the canyon is visible until where the road ends and the canyon is suddenly revealed in all its breath-taking beauty."

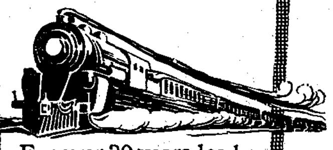
John A. Widtsoe, former president of the University of Utah, writes:

"A wonderful variety of erosional forms are painted in every color, shade, and tint of the spectrum, including reds, pinks, creams, tans, lavenders, purples, blues, greens, chocolates, and whites.

"This unparalleled array of erosional forms, coupled with wonderful coloring and dotted somewhat profusely with a variety of evergreen trees, constitutes perhaps the most gorgeous spectacle in the world."

A NEW ROAD MARVEL

One of the world's most spectacular highways, the Zion-Mount Carmel Road, providing, with connections, a short route



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between Zion and Bryce Canyon National Parks, will be completed late this summer or early in the fall. Through five galleries in a mile-long tunnel, electrically lighted and penetrating an unscaled mountain, the scenic glories of Zion will be disclosed to motorists.

HUES OF CEDAR BREAKS

In the Dixie National Forest, east of Cedar City, nature lifts the curtain upon another fabulous display of colorings in the scenic masterpiece of Cedar Breaks. From the forested run of a plateau a series of amphitheaters bursts into view, gleaming in white, orange, rose, coral, and other hues fascinating to the beholder.

GATEWAYS TO THE PARKS

During the summer tourist season the Union Pacific System, through its subsidiary, the Utah Parks Company, offers motor-coach tours from Cedar City to these colorful National Parks of Utah and to northern Arizona. The five-day circle tour, involving about 500 miles of travel in luxurious eleven-passenger motor-coaches, includes, in the order named, Zion National Park; Grand Canyon National Park (North Rim) in Arizona; and Bryce Canyon National Park, Utah. The route also traverses the beautiful Kaibab National Forest in Arizona, and provides for a visit to Cedar Breaks, Utah. Shorter trips to one or more of the above attractions are also offered, as well as side trips in Zion and Grand Canyon National Parks. Excellent overnight accommodations of the lodge type are provided in each of the three parks.

From Salt Lake City, motor highways lead to Cedar Breaks, Bryce Canyon, Zion, and through the Kaibab National Forest of Arizona to the North Rim of the Grand Canyon.

UTAH'S NATIONAL FORESTS

Nearly eight million acres of Utah's surface is covered by ten National Forests, five entirely within the State, the others overlapping from adjoining States.

Besides the Wasatch National Forest, surrounding Salt Lake City, there are the Cache, with headquarters at Logan in northern Utah; the Fishlake, with headquarters at Richfield, northeastern Utah; southward, the Powell, its headquarters at Panquitch; Dixie, between Cedar Breaks and Bryce Canyon, headquarters, Cedar City; Uinta, headquarters, Provo, north-central; Manti, headquarters, Ephraim, central Utah; Minikoda, headquarters, Burley, Idaho; La Sal, headquarters, Moab, eastern Utah.

UTAH TRAVEL ROUTES

Travel routes of Utah: The Overland Route of the Union Pacific from the East joins at Ogden the Ogden Route of the Southern Pacific System to California. The Union Pacific's Oregon Route runs northward from Ogden to the Northwest; southward from Ogden to Salt Lake City, and thence to Cedar City for Utah's National Parks, and on to California. From Denver, the Denver and Rio Grande Western at Salt Lake City joins with the Western Pacific for California. Motor arteries include the Lincoln Highway through Salt Lake City on its way across the continent, the Victory Highway running east and west from the same city, and motor roads south and north. Salt Lake City is also on the Transcontinental Air Mail Route.

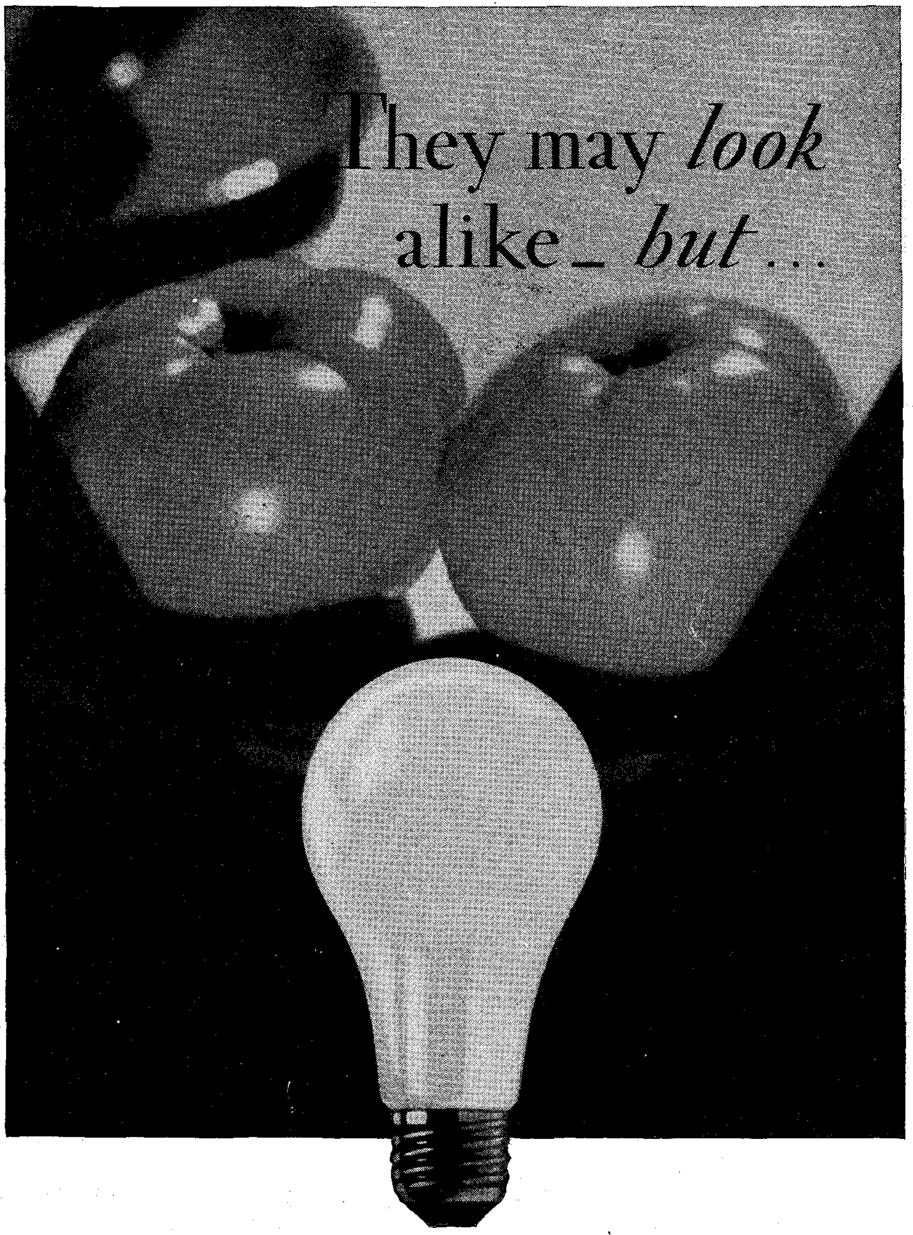
ARIZONA'S INSPIRATIONS

Reluctantly the wonders of Zion are left behind. Crossing the Rio Virgin River the road climbs a ridge to the south with panoramic views of the Temples and Towers of the Virgin. Then east, through the land of Zane Grey's "Purple Sage," another State of amazing marvels is entered—Arizona.

All travelers halt at the Pipe Spring National Monument, a shady oasis from which gushes a spring of purest water, surrounded by historic stone buildings playing conspicuous part in pioneer history. This is the first of Arizona's eleven National Monuments and continuing across the Prismatic Desert to the Kaibab Plateau the first of Arizona's forest reserves is entered, the Kaibab National Forest.

GRAND CANYON

All this is a fitting prelude to the silent symphony of the Grand Canyon. This most stupendous achievement of nature unfolds at Bright Angel Point, North Rim of the vast chasm, twelve miles across the depths from El Tovar on the South Crest. Here the road ends and from Bright Angel



HOW many times have you bought a basket of tomatoes and found some deliciously juicy and others dry and pulpy and tasteless? Although tomatoes may look alike, there may be vast differences in quality between them.

Just as truly . . . there may be vast differences in quality between lamps that *look alike.* Housewives have this advantage in buying lamps: the name MAZDA is stamped on the bulb of every Edison MAZDA Lamp. This assures high quality, and the high quality guarantees *the full value of the current consumed.*

The convenient and logical way to buy Edison MAZDA Lamps is in the carton of six. Safely packed to prevent breakage, a supply of lamps on your shelf will allow you to keep sockets filled . . . will make the risk of *dangerous eyestrain* unnecessary . . . will do away with unsightly empty sockets.

Edison MAZDA Lamps represent the latest achievement of MAZDA* Service, through which the benefits of world-wide research and experiment in the Laboratories of General Electric are given exclusively to lamp manufacturers entitled to use the name MAZDA.

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SOUTHERN PUBLIC UTILITIES COMPANY AND OTHER ALLIED INTERESTS

Summer Playgrounds—*Continued*

Camp the Bright Angel Trail descends to the Canyon's Depths connecting far below with a suspension bridge which leads to the beginning of the south trail to El Tovar, terminus of the Santa Fé System's Grand Canyon line.

It is a world apart from any other on earth. It must be seen in actuality to be even partially comprehended.

MYSTERIES BEYOND

South of the Grand Canyon are the million and a half acres of Tusayan National Forest, and across the Painted Desert beyond Grand Canyon lies Flagstaff on the Santa Fé System, gateway to several National Monuments. Among these is the Navajo National Monument in Northeastern Arizona with prehistoric remains and Spanish inscriptions; Walnut Canyon National Monument with abodes of an unknown race; Wupatki having thirty-five ruins of prehistoric pueblos. Flagstaff is also headquarters for the nearly two million acres of the Coconino National Forest. From Flagstaff leads across the flaming desert the new motor route to Utah's Parks made possible by the new steel highway bridge spanning the Grand Canyon near Lees Ferry.

FORESTS OF STONE

Within an area of forty square miles are to be visited remains of three distinct forests of past ages, whose fallen trees have been turned into stone, richly colored. These lie within the Petrified Forest National Monument, the rail gateways of which are Adamana or Holbrook on the Santa Fé. Holbrook is also headquarters for the Sitgreaves National Forest.

IMPREGNABLE MONTEZUMA

Built into a cavity in the vertical cliff and reached only by a series of ladders is the true cliff dwelling of Montezuma Castle in the Montezuma Castle National Monument almost due south from Flagstaff.

PHOENIX AND BEYOND

West of Montezuma lies Prescott where are located headquarters of the 1,300,000 acre Prescott National Forest adjoining the Tonto National Forest. Following the Santa Fé System through the scenic Salt River Valley we come upon Arizona's capitol and tourist headquarters.

"Phoenix, the prosperous, populous center of railroad and highway networks, is to Arizona what Denver is to Colorado—the hub of State financial and industrial life." Says a writer in *The National Geographic Magazine*:

Attractive trips radiate from Phoenix. Famous among these is the Apache Trail Motor Coach Detour of the Southern Pacific System between Phoenix and Globe. The Apache Trail is 120 miles long through the heart of Apacheland, a region rich in prehistoric relics of Spanish and Indian history and legends. Along the way one comes close to the cliff dwellings of a vanished race in the Tonto National Monument and passes through the Crook and Tonto National Forests. Among the modern irrigation works seen is the Roosevelt Dam and two other gigantic structures with their lakes. Just beyond the city are the fascinating collections of desert flora contained in the Papago Saguaro National Monument.

Southeast is Casa Grande National Monument containing a huge prehistoric structure and other houses of past races.

SOUTHERN ATTRACTIONS

In southern Arizona, forty-nine miles south of Tucson and nineteen miles north of Nogales may be visited ruins of the ancient Spanish Mission San Jose de Tumacacori in the Tumacacori National Monument carrying the visitor back in imagination to the padres of 1691. In Southern Arizona, too, is Chiricahua National Monument with its weird pinnacle formations lying within the Coronado National Forest on the road from Pearce approached from Cohise on the Southern Pacific System and the Coronado Motor Trail.

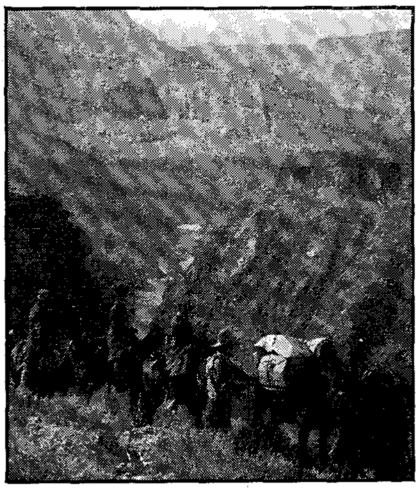
Charming Tucson, "The Sunshine City" on the Southern Pacific, is headquarters for divisions of the Coronado National Forest. No visitor to Tucson should omit a visit to its famous nearby mission.

"Spaniards, Yankee trappers, Indian scouts, Forty-niners, soldiers of the Civil War, and tourists of to-day—all have passed this way and heard the vesper bells of this ancient mission of San Xavier del Bac," says a writer in *The National Geographic Magazine.*

ARIZONA TRAVEL PATHWAYS

We have glimpsed the motor routes from Utah's Parks to Arizona.

Across the State wind two transcontinental rail systems. The Santa Fé through central Arizona with branch to Grand Canyon and line between Ashfork, Prescott, and Phoenix; the Southern Pacific through southern and south-central Arizona in several divisions.



Courtesy of Denver & Rio Grande Western R. R.

ON THE TONTO TRAIL, GRAND CANYON

NEW MEXICO'S ANTIQUITIES

Across Arizona's eastern border lie other scenes of absorbing interest. New Mexico holds also scenes in the drama of races who have left their imprint on the colorful Southwest. Prehistoric cliff dwellers, Spanish conquistadores, Navaho Indians, pioneers, and modern American civilization, with natural wonders, have made the State tourist-popular.

Follow the Santa F. System into northern and central New Mexico, and you plunge into unusual scenes.

PREHISTORIC APARTMENTS

Taking the road north from Thoreau or the National Old Trails Highway, the traveler comes first to Chaco Canyon National Monument, with its unequaled examples of prehistoric architecture. Northwest of Chaco Canyon, in the Aztec Ruin National Monument, reached from Aztec on a branch of the Denver and Rio Grande Western and on the National Park to Park Highway, we may gaze in wonder upon another huge apartment house of unknown origin containing 500 rooms. From Gallup a road leads to the amazing spectacle of the Canyon de Chelly.

NATURE'S HISTORIC CASTLE

Rising from the surrounding plain in the semblance of a huge cathedral, El Morro in west-central New Mexico bears upon its perpendicular walls the inscriptions of five early Spanish governors of New Mexico, and the names of padres and soldiers, the earliest inscription having been carved in the rock in 1606. El Morro National Monument may be reached from Grant's on the Santa Fé and on the National Old Trails Highway. East of Grant's a road from Laguna (or best reached from

Albuquerque) leads to the Rock of Acoma, with its ancient Franciscan Mission and the lofty pinnacle rock designated the Enchanted Mesa. South of Acoma is the Datil National Forest.

SPANISH-AMERICAN

Then comes Albuquerque, founded in 1706, metropolis of New Mexico, world-famous as health city and base for numerous tourist excursions occupying either a few hours or several days. East and south stretches the Manzano National Forest.

Here begins the three-day Indian Detour Motor-Coach trip afforded Santa Fé passengers in either direction between Albuquerque and Las Vegas.

"The Indian Detour covers over 250 miles of country remarkable for its climate, its mountain and canyon scenery, its association with vivid frontier history, its old Spanish culture, and its thronging, unspoiled Indian life."

It includes romantic Santa Fé, founded in 1605. "Among many possible objectives from this city are the Indian pueblos of Taos and Cochiti, the remote Mexican settlements of Chimayo and Cordova, and the cliff dwellings in the beautiful canyon of El Rito de los Frijoles (Bandelier National Monument)."

NATIONAL FORESTS

More than seven million of acres in New Mexico are occupied by National Forests. More than a million acres of the regions north and east of Santa Fé are covered by the Santa Fé National Forest, and north of it lie sections of the Carson National Forest.

In northeastern New Mexico, six miles from Folsom on the Colorado Southern and three miles from Dedman on a branch of the Santa Fé, may be visited the Capulin Mountain National Monument, an extinct volcano rising 1,500 feet above the plain.

In central New Mexico, approached from Mountainair on the Santa Fé System, is the Gran Quivira National Monument, containing the ruins of an early Mission.

MIGHTY CARLSBAD CAVERNS

Southern New Mexico has notable points of interest. In one division of the Lincoln National Forest, in the Guadelupe Mountains, is the Carlsbad Cave National Monument. As one writer accurately describes the attractions of this place: "Underground Canyons in the length of their galleries and passages, in the height and size of their enormous rooms, in the delicate coloring and bewildering variety and perfection of their formations, the Carlsbad Caverns are without a peer among the famous caves of the world."

This marvel is reached by motor-car from Carlsbad on the Santa Fé System.

Also in southern New Mexico, in the Gila National Forest, are cliff-dwelling ruins in the Gila National Monument.

Atop the Sacramento Mountains, Cloudcroft, with invigorating balsam air of dense pine forests, wild flowers and ferns, is a favorite summer resort. Cloudcroft is reached by Southern Pacific System's Motor Coach Service from Alamogordo on the Golden State Route between Chicago and Los Angeles.

OZARK PLAYGROUNDS

Missouri and Arkansas share in the "Land of Charm" embraced in the Ozark Playgrounds. Here, among green-clad mountains, are crystal lakes, big springs, sparkling streams and rivers, notably the winding White and the James, delight of canoeists and fishermen."

Many approaches make the Ozark vacation country easy to reach, among the gateway cities being Joplin, on the west; Springfield, on the north, and Fort Smith, Arkansas, on the south. Rail communication is provided by the Missouri Pacific System, the Frisco Lines, and the Kansas City Southern.

In the high plateau country rising from Arkansas's central plateau are the 334,000

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If life seems a trifle drab, why not transform yourself into a completely new person, by sailing the Recreation Route between New York and California—in 13 glorious days? Finest ships in the intercoastal service—NEW *Virginia* and *California* (largest American-built steamers), and the popular *S. S. Mongolia.* Route: New York, Havana, Panama Canal, San Diego (Coronado Beach), Los Angeles, San Francisco—**in either direction.** A third new steamer, *S. S. Pennsylvania,* sister ship of the *California* and *Virginia,* sails on her maiden voyage from New York, October 19.

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Radio Program Monday Evenings

Summer Playgrounds—*Continued*

acres of the Ozark National Forest, watershed of the White and Arkansas rivers.

ARKANSAS'S HOT SPRINGS

In West Central Arkansas is the year-round playground and health resort of Hot Springs National Park and the surrounding Ouachita National Forest. The forty hot springs, located directly in the city of the same name, have been famous for their healing properties since the days of the Spanish explorers. The Missouri Pacific and the Rock Island Systems provide rail approaches.

OKLAHOMA'S PARK AND FOREST

In Southern Oklahoma, occupying a high country of great beauty, are the sulfur and other medicinal springs, gushing both hot and cold, embraced in Platt National Park, the gateway being Sulphur.

In the Wichita Mountains of southwestern Oklahoma is the Wichita National Forest, with headquarters at Cache.

LONE STAR LANDMARKS

From New Mexico, routes from the Southwest cross Texas, passing historic scenes. El Paso, the gateway city, and San Antonio, with its memories of the Alamo, take the traveler back to the very beginning of the country, while great cities of modern origin also offer their inspiration. Of these cities and the many Gulf Resorts of Texas it is our privilege to speak in detail in our Winter Travel Survey.

The Sunset Route of the Southern Pacific System, which begins at New Orleans, with steamship and rail connection from the East, crosses Louisiana and Texas on its way to or from California, being joined by the Rock Island's Golden State Route at El Paso.

CALIFORNIA'S TRAVEL DRAMA

Turning our eyes southward from Oregon we find the gleaming white crown of Mt. Shasta beckoning toward the magic land of California.

For a thousand miles beyond, the Golden State is to disclose an unsurpassed travel drama. Nature is to show us her every mood. History is to pass in review from ancient mission to modern city. Playgrounds are to unfold in infinite variety. No wonder there is a thrill in entering this land!

Two travel paths lure us from the north. There are the Redwood Empire coast route and the Sacramento Valley interior artery, each with its distinctive charms.

REDWOOD EMPIRE

By the first we alight from the Southern Pacific's "Shasta Route" train at Grants Pass, Oregon, and continue the journey south by Redwood Empire Motor-Coach Tour.

Through the Rogue River Valley winds the highway in the midst of the Siskiyou National Forest, covering more than a million acres in Oregon and Northwestern California.

Crossing the Siskiyou Range, we follow the Smith River Gorge, and then magnificent views of the Pacific are disclosed, rugged, forested headlands lining its blue waters.

Landlocked lagoons follow until we reach Eureka on Humboldt Bay. In Humboldt and Del Norte Counties are the three thousand acres of the Humboldt State Redwood Park, in which California is preserving from destruction some of her forest treasures. For fifteen miles the Redwood Highway extends like a cathedral aisle beneath these towering monarchs, oldest living things upon earth.

At Eureka, Southern Pacific tourists exchange their motor coach for train over the picturesque North-Western Pacific Railway. Eel River Canyon is entered; a mountain divide is crossed, and then we plunge into the Russian River Canyon, passing its numerous summer resorts.

Old Mission; Jack London's Valley of the Moon; Luther Burbank's experimental garden; mineral springs, geysers, a petrified forest—these are some of the tourist attractions on the way to Sausalito on the Golden Gate, with its ferry connection for San Francisco. The entire Redwood Highway from Oregon to Sausalito is also covered by motor-coach service.

SACRAMENTO VALLEY

The Sacramento Valley route from Oregon winds under the brow of Mt. Shasta. From Sisson a trail leads mountain climbers to the summit. Leaving Shasta, the train circles the Cantara Loop and swings into the Sacramento River Canyon.

Here we pause at Shasta Springs and beyond see the silvery foam of Mossbrae Falls. Majestic Castle Crags follow.

This is a convenient point from which to motor into the Shasta National Forest, following the McCloud River Valley and Squaw Creek through vast forests covering more than a million and a half acres.

A LIVE VOLCANO

Continuing down the Sacramento River, we may detrain at Redding and take a motor-coach for Lassen Volcanic National Park. As the Department of the Interior description says:

"Here alone within the border of the United States may be seen and studied the phenomena of volcanic activity.

"And these volcanic exhibits are set in an area of forests and ice-cold lakes and rushing trout streams, which add the enchantment of vivid contrasts."

MODOC FOREST PLAYGROUNDS

From Redding, too, may be reached the region of streams, lakes, and mountains in northeastern California embraced in the nearly a million and a half acres of the Modoc National Forest. Says the Forest Service booklet:

"Almost the entire area of the Modoc National Forest is accessible by automobile. More than 1,000 miles of road, varying all the way from macadamized highways to nine-foot dirt roads cut through the timber, are maintained by the State, county, and Forest Service."

Resuming the trip southward from Redding, we reach Tehama, where the railway forks, one line following the west side of the valley, the other the east.

West of the former loop stretch the more than a million acres of the California National Forest, between the Cascades and Sacramento River, with headquarters at Willows.

CALIFORNIA'S CAPITAL

The east side division discloses California's northern citrus groves, passes Marysville-Buttes, and leads on to Sacramento. Its magnificent Capitol building, thirty-five acre park, Crocker Art Gallery, beautiful residential districts, country club and Sutter's Fort of pioneer memories are some of the many attractions.

Important routes from the East to California pass through Sacramento. The Overland Route—the three links of which are the Chicago and North-Western and the Milwaukee Systems from Chicago to Omaha; the Union Pacific, Omaha to Ogden; and the Southern Pacific System, from Ogden to San Francisco—comes over the Sierras from Truckee, and follows the American River Canyon and the gold seekers' trail of old. The coast-to-coast Lincoln Highway also passes through the city, as does the Feather River Route of the Western Pacific System, a continuation from Salt Lake City of the Denver and Rio Grande Western System.

FEATHER RIVER PLAYGROUNDS

Sacramento is a gateway to summer vacation resorts lying to the north in the Plumas National Forest, of which the Forest Service says:

"The Plumas is one of the most accessible forests in California. There is no difficult high mountain country, and automobile roads lead into almost every part. Numerous resorts and hotels are to be found along the Western Pacific and on all the other main routes of travel.

"The Feather River country is one of the noted vacation grounds of California. It includes the North and Middle Forks of the Feather River, Spanish Creek, and Indian Creek, which flow through the beautiful Indian Valley.

"The headwaters of the Feather River, known as the Lakes Basin, and American Valley, Indian Valley, Lake Almanor, and Feather River itself are the main scenic attractions of the forest."

ON TO OAKLAND

Resuming the Shasta Route from Sacramento coastward, the train, after rejoining the western loop line at Davis, reaches Benicia, is ferried across Carquinez Straits to Port Costa, thence skirts the Bay Shore, and finally reaches Oakland, with San Francisco a ferry trip away.

Over this same general route from Oregon to the Golden Gate extends California's Pacific Highway, crossing the straits, however, on a great bridge.

The City of Oakland, having Lake Merritt in its center, and delightful homes and drives overlooking its commercial and manufacturing districts, is worthy a visit.

FASCINATING SAN FRANCISCO

Across the Bay, terraced upon its hills, stands cosmopolitan San Francisco, one of the world's most intriguing cities. Romance hovers over it and the glory of modern civic achievement captivates its visitors. Theaters, shops, Chinatown, world-wide shipping, magnificent parks are but a few of its pleasurable ingredients.

"The city by the Golden Gate is rich in recreation spots. The ocean calls, and the voice of the mountains is heard. But perhaps the most appealing of the resorts is Muir Woods National Monument, near the base of Mt. Tamalpais, the only grove of redwoods within easy reach of the city," says John T. Faris in "Seeing the Far West."

San Francisco's other environs are inviting. Berkeley, seat of the University of California, is across the Bay. San Mateo, Burlingame, Hillsborough and Redwood City display estates of wealthy residents. Down the Peninsula stand Palo Alto and Santa Clara, with the 7,000-acre campus of Leland Stanford, Jr., University.

TRAVEL WAYS

To San Francisco's magnificent harbor comes the shipping of the Seven Seas. Through the Golden Gate pass the fleets bound to and from the Orient, including those of the Dollar Steamship Line, with its Orient and round-the-world services; and the Nippon Yusen Kaisha. For Hawaii direct are the steamships of the Matson Navigation Company, which also go on to the islands and lands of the South Seas, as do also those of the Union Steamship Company of New Zealand, Ltd. Between San Francisco, Los Angeles, and San Diego is operated the Coastwise Service of the Los Angeles Steamship Company. San Francisco is a western terminus of the Panama Pacific Line, The Dollar Line, and the Panama Mail Steamship Line from New York via the Panama Canal. San Francisco is the objective of the Shasta, Overland, and Sunset Routes of the Southern Pacific System, and the terminal for the Santa Fé-Grand Canyon Route and of the Western Pacific's Feather River Canyon Route.

FROM SAN FRANCISCO SOUTHWARD

Two main travel pathways lead from Oregon to the Golden Gate. Two others lead us from San Francisco southward. The Coast Route of the Southern Pacific System, near or directly beside the ocean shore, follows the course of El Camino Real —the King's Highway—along which stand California's historic treasures, her old Spanish missions. The interior route of the Southern Pacific and the Santa Fé Systems carries the traveler southward through fruitful regions of the Great Valley between the Sierra Nevada and Coast Ranges.

Each of these routes forms a portion of

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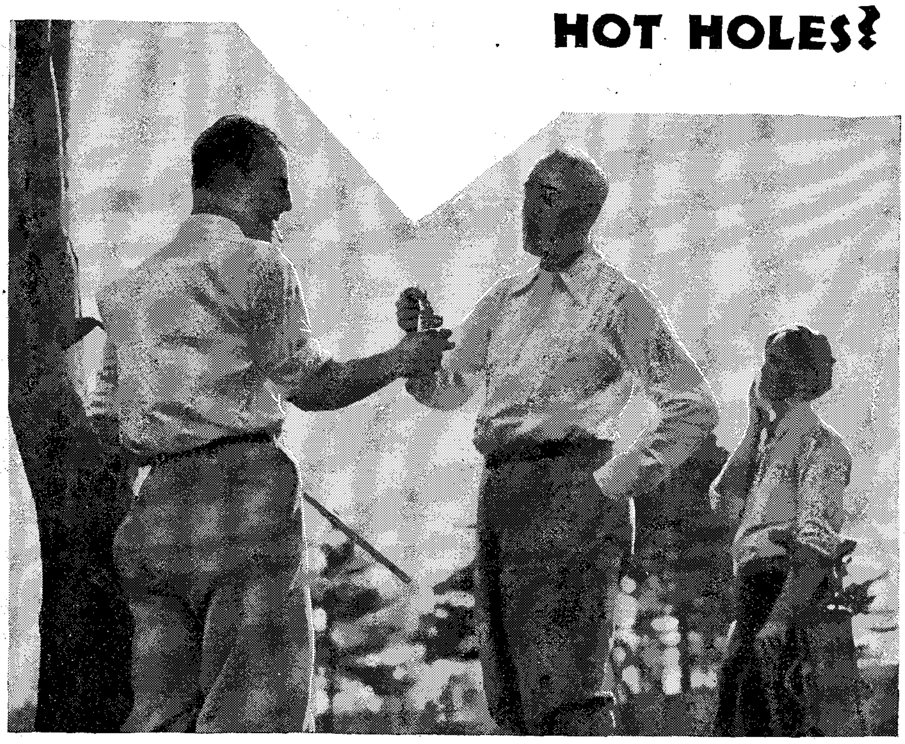

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Summer Playgrounds—*Continued*

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PAGEANT OF THE COAST ROUTE

From San Francisco the approach to the Coast Route is southward through the charming Peninsula towns, Burlingame, San Mateo, Redwood City, Palo Alto, into the garden-like Santa Clara Valley to Santa Clara and to San José, the "Golden City," whence we may motor to Mt. Hamilton and visit the Lick Observatory.

Now turning toward the coast, Santa Cruz welcomes us to its superb beach and near-by Big Tree Grove. Santa Cruz is the beginning of the Monterey Bay region, including beautiful Del Monte, the Seventeen-Mile Drive, historic Monterey, Pebble Beach, and Carmel-by-the-Sea, all beloved by California visitors. Inland the California State Redwood Park tempts us with its 4,000 acres preserving magnificent stands of Big Trees.

Beyond Monterey, Soledad is a western gateway to the Pinnacles National Monument. As the Department of the Interior's description says: "The spires, domes, caves, and subterranean passages of this extraordinary area of California are awe-inspiring and are well worth a visit by tourists and lovers of nature in its primitive state." The Monument's eastern approach is from Hollister across the mountains.

SANTA BARBARA REGION

Near Monterey Bay, and including large areas of California's mountainous coast, begins a division of the Santa Barbara National Forest, California's largest forest reservation. The Monterey District from Point Sur to Ventura directly adjoins the Coast in many places. The Santa Barbara district roughly parallels the Coast a short distance inland and extends to a point south of Santa Barbara itself, being adjoined on the southeast by the Angeles National Forest. The mountain ranges included are accessible to pack outfits and hikers by a network of trails, while numerous roads open it to motorists.

ROAD OF THE MISSIONS

From Monterey south, the old missions stand "a day's walk apart"—San Juan Bautista, San Carlos, San Antonio, San Miguel, San Luis Obispo, Concepcion, Santa Ynez—and now we come to incomparable Santa Barbara, the city beautiful, containing one of California's most famous mission buildings.

Beyond, after leaving the Mission Ventura, the way leads on to Los Angeles, metropolis of Southern California, brilliant planet in a veritable constellation of tourist attractions.

CITY OF THE ANGELS

The great hotels, the glittering shops, the thoroughly modern city of boulevards and well-kept parks intrigue the visitor. And from this city radiate excursions in all directions. Right on the border is famous Hollywood. Just beyond is beautiful Pasadena, the "Rim of The World Drive," and a visit to Mt. Lowe are not to be omitted. Los Angeles beaches are famous. Santa Monica, Venice, Redondo, Long Beach, Newport—all are thronged with happy amusement seekers. A short sail on the ocean brings the tourist to Catalina Island, a little principality of recreation, with mountains, beaches, glass-bottomed boats, golf, and drives. Innumerable other attractions tempt the Los Angeles visitor in every direction.

Reaching Los Angeles from the north, besides the Coast and Valley routes, are—from Ogden and Salt Lake City—the Union Pacific's Southern California route; from the Colorado River boundary, the Santa Fé's Grand Canyon Route; also the Sunset Route of the Southern Pacific System from New Orleans, joined by the Rock Island's Golden State Route at El Paso. Trunk motor highways from the east also center here, including National Old Trail and Atlantic and Pacific Highways.

Los Angeles Harbor is a port of call for the steamship services of the Panama-Pacific Line and the Panama Mail Company's vessels on their route to California from New York via Panama. Los Angeles is also served by the Coastwise line of the Los Angeles Steamship Company between San Francisco, Los Angeles and San Diego. It is likewise the home port of its California-Hawaii service.

THROUGH THE GREAT VALLEY

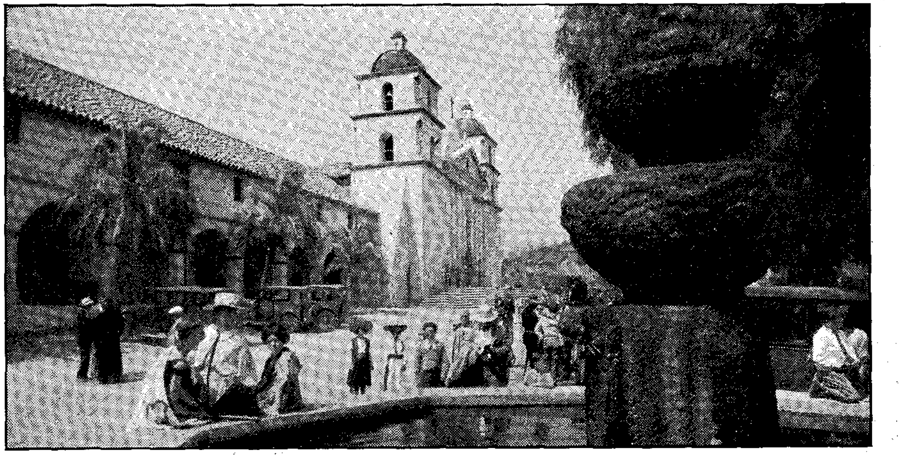
By the Great Valley Route through Central California we leave the Golden Gate via Oakland, pass through Byron Hot Springs and join the north-and-south lines of traffic from Sacramento and Stockton. Then on to Merced, where no tourist will fail to diverge eastward to El Portal, gateway to the Yosemite, California's crowning scenic glory. Says the Government's official description:

YOSEMITE WONDERLANDS

"The famous Yosemite Valley is a small part of this extraordinary holiday garden—a mere crack seven or eight miles long by less than one mile wide in 1,125 miles of scenic wilderness so beautiful and varied that adequate description reads like romance," says the Department of the Interior.

"The irregular eastern boundary is the crest of the Sierra, a rampart of tremendous granite peaks buttressed by pinnacled spurs of nature's noblest gothic, spattered by snow fields and mimic glaciers, a mountain barrier uncrossable by road except at one point, lofty Tioga Pass. Westward from the perpetual snows of this stupendous wall flow a million streams, which converge in two river systems watering and beautifying the inimitable pleasure ground.

"The Yosemite Fall, for instance, drops 1,430 feet in one sheer fall, a height equal to nine Niagara Falls piled one on top of the other. The Lower Yosemite Fall, immediately below, has a drop of 320 feet, or two Niagaras more. Vernal Fall has the same height, while Illilouette Fall is fifty feet higher. The Nevada Fall drops



Courtesy of All Year Club, Southern California

SANTA BARBARA CELEBRATES A SPANISH FIESTA

594 feet sheer; the celebrated Bridalveil Fall 620 feet, while the Ribbon Fall, highest of all, drops 1,612 feet sheer, a straight fall ten times as great as Niagara. Nowhere else in the world may be had a water spectacle such as this.

"The enormous park area above the valley's rim is less celebrated principally because it is less known. The acquisition and repair by the Government in 1915 of the old Tioga Road across the park and over the Sierra through Tioga Pass made it accessible, and now trails lead from public camps into the fastnesses of the High Sierra, making available to the camper-out hundreds of limpid lakes and rushing trout streams set in a land of delight."

Merced is on both Southern Pacific and Santa Fé rail routes, thence by Yosemite Valley Railroad to El Portal. Motor coaches are operated from Merced to Mariposa, Wawona, Mariposa Big Tree Grove, and Yosemite Valley. Summer motor-coach service through the Bret Harte Country from Stockton (Southern Pacific; Santa Fé; Western Pacific) via Hetch Hetchy; also via Hetch Hetchy Railway from Oakdale to Mather Station, thence by Yosemite Park and Curry Motor-Coach Services, which provide transportation within the Park.

The summer tourist is provided with a motor-coach trip of continuous scenic wonder and charm operated by the Yosemite Park and Curry Company from El Portal and the Yosemite Valley over the famous Tioga Pass Road to exquisite Lake Tahoe, one of America's most delightful inland waters. This route connects with Truckee on the Southern Pacific System, and may be taken in reverse direction.

East of the Yosemite are the unusual basaltic formations of the Devil Postpile National Monument, while two great National Forests cover large portions of this part of California.

HIGH SIERRA FOREST

The Mono National Forest, overlapping from Nevada, "is located," says the official description, "on the eastern slopes of the Sierra Nevada, between the southern end of Lake Tahoe and the divide between the Owens River and the Mono Lake drainage. The same authority adds:

"It is made generally accessible by six main highways and several secondary automobile roads. The Tioga Road through Yosemite National Park crosses the summit at Tioga Pass (elevation 9,941 feet) and joins the Sierra Highway near the confluence of Leevining Creek and Mono Lake.

"The Stanislaus National Forest, covering 811,292 acres of Government land, is located on the western slope of the Sierra Nevada and extends from the Merced River on the south to the Mokelumne River on the north, and from the summit of the Sierra Nevada on the east to the foothills of the San Joaquin Valley on the west.

"The foothill region of the Stanislaus Forest, known as the 'Bret Harte Country,' is rich in the history of the forty-niners and the placer mining days of the 50's.

"Located in the central Sierra region and adjacent to the centers of population in the San Joaquin Valley, the Stanislaus National Forest yearly attracts a large number of campers and tourists.

"Three State highways pass through the Stanislaus Forest from the western boundary over the summit of the Sierra Nevada to the east side of the mountains, where they connect with highways going into Nevada and the Lake Tahoe region and with other roads extending north and south the entire length of California."

FROM VINEYARDS TO BIG TREES

Returning to Merced, the Valley Route leads on to Fresno, capital of the vineyard regions, and then we arrive at various gateways to two National Parks of distinctive attractions. To quote from the Government's description:

"In the Sequoia National Park, upon the

YOUR POWER
goes into the ball!

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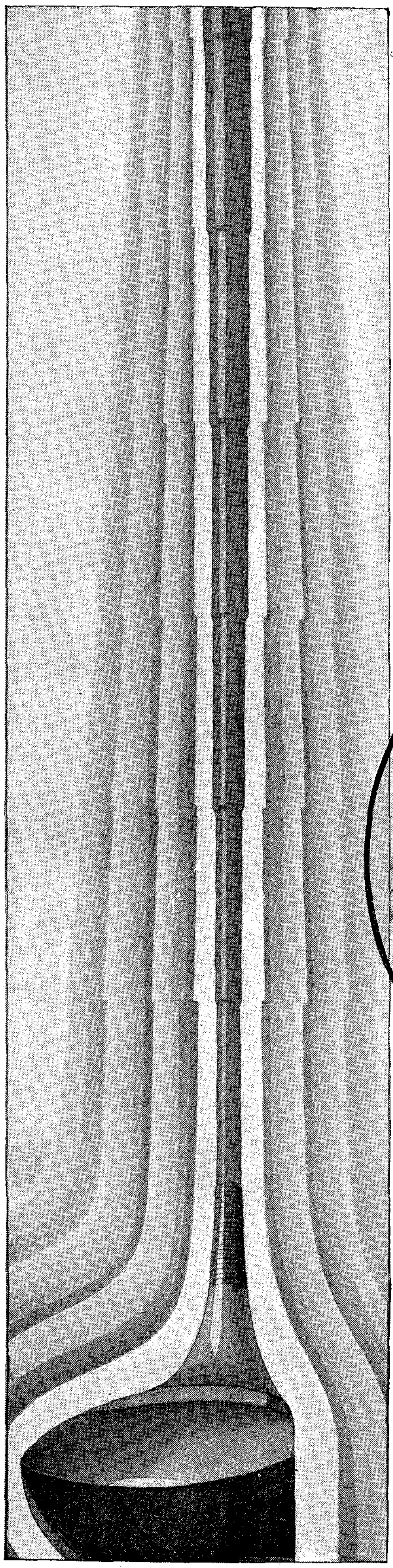

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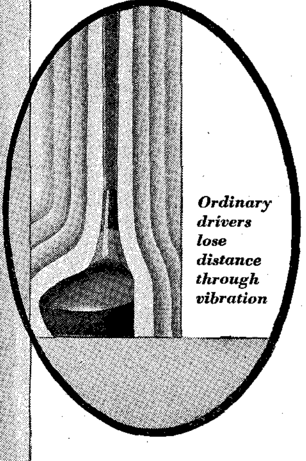
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Summer Playgrounds—*Continued*

upper slopes of the Sierra Nevada in central California, and in the little General Grant National Park, six miles away and under the same management, grow thousands of sequoia trees, of which several hundred are more than ten feet in diameter.

"Several of the trees now growing in hearty maturity in the Sequoia National Park were vigorous youngsters before the pyramids were built on the Egyptian desert or before Babylon reached its prime."

SEQUOIA NATIONAL FOREST

At the extreme southern end of the Sierra Nevada, more than a million acres are included in the Sequoia National Forest, its eastern boundary on the Sierra Summit joining the Inyo National Forest, its western border the San Joaquin Valley foothills. Sequoia National Park divides the Forest into two divisions, the larger lying to the south. Road connections are made with points on the San Joaquin Valley, with El Camino Sierra between Southern California and Nevada, etc.

Two notable canyons lead into the High Sierra—the King's River, north of these parks, and the Kern River, south; midway between the two towers the lofty summit of Mt. Whitney, California's highest summit. Here, in the most rugged part of the range, are the vast reaches of the Inyo National Forest, of which the Forest Service says:

CALIFORNIA'S MOUNTAIN MONARCH

"Mount Whitney (14,501 feet) is the beacon peak of the Inyo Forest. From this peak it is less than 100 miles in an air line to Death Valley, 280 feet below sea level.

"Owens Valley is accessible by the El Camino Sierra, a State highway connecting Reno, Nevada, with southern California via the Mojave Desert. The Midland Trail to Salt Lake and points east branches off this highway at Big Pine. The Tioga Road to Yosemite National Park connects with El Camino Sierra at Mono Lake. The Owens Valley region is also reached by a branch of the Southern Pacific Railroad. Motor-coach lines connect all points in this region from Lone Pine to Mono Lake."

Southward the Great Valley route continues through Bakersfield, with its oil wells. Then the train climbs out of the valley, circles the Tehachapi Pass Loop, and at Mojave we meet the Southern Pacific's Sierra Line and El Camino Sierra already referred to. Now the route turns west and into Los Angeles.

SAN DIEGO, OLD AND NEW

From Los Angeles southward two routes lead on to other California objectives. The Coast Route continues through Santa Ana. Missions San Juan Capistrano, and San Luis Rey, may be visited, and then San Diego is at hand.

Here is the modern city with its boulevards, gardens and sumptuous Balboa Park besides the old town founded in 1769, "the birthplace of California." The Mission San Diego was the first of these sacred edifices to be built by the padres. Visitors are shown also Ramona's marriage place, while just across the Bay stretches magnificent Coronado Beach; a delightful drive leads to Point Loma and the Cabrillo National Monument, while a few miles beyond, just across the border, is the Mexican town of Tia Juana.

San Diego is reached by transcontinental service of the Santa Fé System, and between San Francisco, Los Angeles, and San Diego is operated the coastwise service of the Los Angeles Steamship Company.

Between San Diego and Yuma is the Southern's Pacific's optional rail route through the stupendous scenery of the Carriso Gorge. California's southernmost natural wonder

WHAT ALOHA MEANS

Hawaii pulls at our heart-strings twice—first when we experience the thrill of her welcoming melodies as the ship glides up to the Honolulu pier; last when the strains of "Aloha Oe" bid us a soulful farewell. Between greeting and parting we live awhile in Paradise.

HAWAII'S HAUNTING LURE

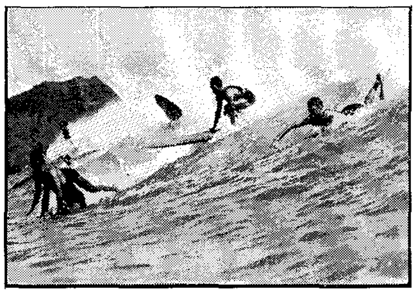
"What is the haunting charm that so forcibly appeals and draws people from every part of the world back to Hawaii?" asks a writer in *The Globe Trotter*.

"Is it, perhaps, that soft loveliness of the rainbow-garlanded peaks clothed to their very summits in tropical foliage?

"Is it the unchanging climate of these blest islands, whose every minute of sunlight is a perfect day in May, and where every cozy home is half buried in a riot of flowers that bloom the year round?

"Is it the strange cosmopolitan aspect of the tree-shaded streets in this melting-pot of Nations, where Orient and Occident rub shoulders and where the peoples of almost every race on earth dwell in perfect harmony?

"Is it the supernal majesty of great volcanoes, whose mighty spectacle of world-creation and primal chaos awes one to dumb amazement, or is it the glory of a land where neither heat nor cold, severe storms nor pestilence, poisonous plants nor reptiles, are known; where hospitality is love personified; where golf, surf riding, swimming, big-game fishing, and motoring are the pinnacle of perfection? Is it because the sheer beauty and romance of the storied South Seas conspire with the comforts of magnificent hotels and luxurious homes to make the days drift by in a veritable dream of delight; where joy gladdens men and women who, nerve-racked and work-weary, sink into the loving arms ever extended to soothe and comfort; where troubles fade and vanish, leaving nothing but utter contentment and peace?



Courtesy of the Matson Line

DASHING IN ON WAIKIKI'S SURF

"What, then, is the lure that again and again brings them back to this beautiful Paradise at the Crossroads of the Pacific? Surely the answer must be that here, and here alone, the soul of man may find its goal; that here life is lived as it was meant to be lived and that all things combine to produce perfection."

No wonder the story-writers are flocking to the islands for romance and color, and motion-picture cameras are clicking out miles of films registering Hawaii's fascinating scenes! No wonder, too, that many easels are set up with skilful brushes transferring to canvas nature's handiwork in Hawaii!

A LAND INCOMPARABLE

For Hawaii is different. Not elsewhere in United States territory, and certainly not elsewhere in the world, are scenery, peoples, and climate comparable.

Where else may we motor through a forest of ferns as big as trees, as we do on our way up to visit Madam Pele at her volcano home in the Hawaii National Park, on the Island of Hawaii? Where else may we see a sunrise comparable with that from the summit of Haleakala, "House of the Sun," on the Island of Maui in another part of Hawaii National Park? Where else may we explore such idyllic valleys as those of Kauai, "The Garden Isle"? Where else is there a beach comparable to that of Waikiki or a city like Honolulu, Island of Oahu?

VARIED AMERICANS

And where else can we find such a people—mainlanders, Hawaiians, Chinese, Japanese, Portuguese, all assimilated, intensely loyal Americans—whom Gov. Wallace R. Farrington characterizes as "citizens meeting the issues as might be expected of free-born, ambitious, well-educated, liberty-loving sons and daughters of the United States of America?"

Hawaii's cup is brimming for the summer visitor with the three ingredients of travel happiness—agreeable climate, unusual scenery, interesting peoples.

HOW TO GO

To meet the increasing pressure of passenger traffic between the mainland and Hawaii, the Matson Navigation Company has recently inaugurated a direct service to or from the Pacific Northwest. This will provide sailings from Seattle and Portland every three weeks. Portland will thus have the first direct passenger line to Honolulu.

Besides this new Northwest service the Matson Navigation fleet maintains weekly sailings between San Francisco and Honolulu.

The Matson Navigation Company also maintains regular sailings every three weeks in both directions between San Francisco, California, and Sydney, Australia—via Honolulu, Suva and American Samoa.

The Los Angeles Steamship Company provides weekly sailings between Los Angeles and Honolulu.

The Dollar Steamship Line provides weekly sailings from San Francisco to Honolulu en route to the Orient. Sailings are made every two weeks from Oriental ports to Honolulu and San Francisco.

The Nippon Yusen Kaisha has sailings every two weeks in both directions between San Francisco *and Oriental ports, calling at Honolulu en* route, stop-over being allowed at Hawaii.

The Canadian-Australasian Royal Mail Line maintains sailings in both directions between Vancouver and Victoria, British Columbia, Suva, Fiji, Auckland, New Zealand and Sydney, Australia—via *Honolulu—every twenty-eight* days.

Service between the Islands is afforded by the Inter-Island Steam Navigation Company, two new steamers now being under construction.

All details regarding Hawaiian travel, sightseeing, etc., are obtainable from the official Hawaii Tourist Bureau or from the lines just mentioned.

"VACATIONS IN CANADA"

State by State we have glimpsed some of the summer playgrounds of the United States. They represent, however, only a part of America's recreation lands. North of the International Border, the Dominion of Canada provides another series having infinite variety and charm.

Province by Province from Nova Scotia to Vancouver Island, from Niagara into the unexplored far north these stretch across the Continent, catering to every taste, to every limit of sojourn, and to almost every purse.

The Dominion's progressive policy of capitalizing nationally her tourist facilities has resulted in the recent publication by the Canadian Department of the Interior of a comprehensive booklet, outlining for visitors from the United States the attractions of her various Provinces.

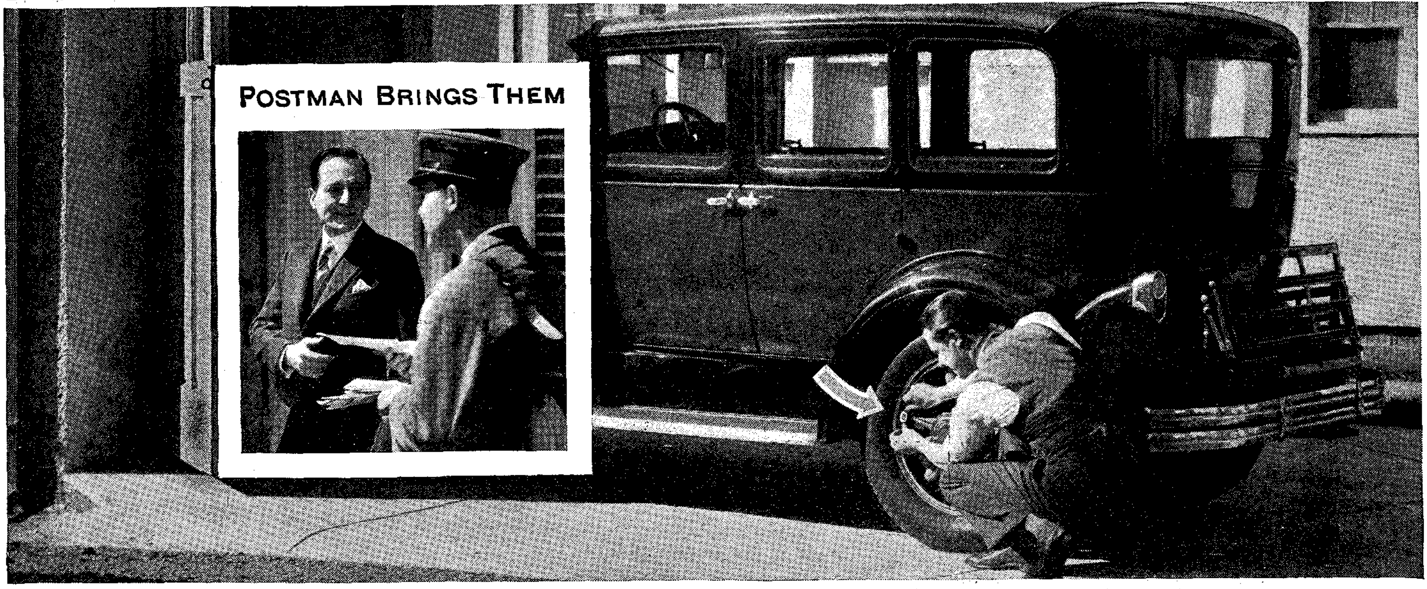
We present Canada to our readers authoritatively and officially, therefore, with a digest of this excellent publication, which is entitled, "Vacations in Canada," with some remarks of our own interspersed.

PRINCE EDWARD ISLAND

"To travelers and visitors Prince Edward Island is a new realm, fascinating and friendly, and the fact that its hospitality and scenic attractions have not become commercialized, as in the case of the more widely advertised beauty spots of the continent, will provide a new experience. The island is preeminently a land of refreshing rest where the visitor can escape the rush and noise of every-day life, for, tho in daily touch with the outside world, it is protected by its insular position.

"The scenery of Prince Edward Island

NEW IDEA IN TIRE CARE ✣ ✣ SHOWS EXACT PRESSURES FOR YOUR TIRES



Mail Coupon . . . Get Discs Free

Then Goodbye Wasted Tire Mileage!

Pressure Discs are made to combat cause of 80% of all premature tire failure—improper inflation. Get your set.

OBTAIN 1000 to 4500 extra miles from your tires. That's what thousands of motorists are doing today.

They mailed the coupon . . . sent for the Pressure Discs offered here. And now every season their tire costs will drop lower.

These discs show the exact pressure each of your tires should carry. And thus, by combating improper inflation, increase your mileage remarkably.

Easy to Apply

You place one on each wheel near the valve stem. You do it quickly and easily. No tools required. Then you simply keep your tires carefully inflated to the pressures indicated on the discs.

To follow these pressures faithfully is to avoid the cause of 80% of all premature tire failure—improper inflation.

So start at once. Mail the coupon provided at the right. Get your discs. And join the thousands of other motorists who are saying "Goodbye wasted mileage."

Only remember this. Your discs will tell you *what* pressure your tires *should* carry. But they will not *keep* tires properly inflated. That is up to you. So be sure to adopt these precautions:

Three Rules

First. Test your tires regularly once a week. For this purpose, use a Schrader Gauge. This gauge operates on the famous "direct action" principle. It is dependably accurate and durable. This may not be true of other gauges.

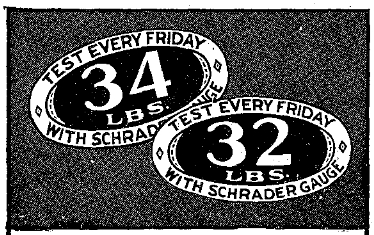
Second. Look to your valve insides. See that you have the genuine Schrader, recognized by impartial authorities as the one scientifically correct mechanism for holding air in tires.

Your valve insides should be replaced frequently. Efficient as they are, they will not last forever. Their cost is insignificant.

Third. Watch valve caps. When you ride without them, the valve insides may clog with dust and dirt. Insert new Schrader Valve Insides. Then put a Schrader Valve Cap on each valve stem.

Look for Schrader Name

The three products mentioned above are, as you see, Schrader products.



Two Typical Discs

Improved Schrader products kept constantly up to date by scientific experiment and study. They are sold by more than 110,000 dealers throughout the world.

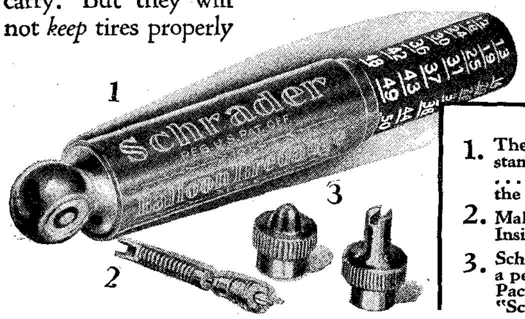
Remember, it pays to insist on Schrader products. See that the name "Schrader" is stamped on the valve stem of *every tube* you buy.

Schrader-equipped tubes cost no more and you are sure of utmost satisfaction.

The complete Schrader Valve is used in more than 85% of all tubes made in United States and Canada.

Accept Discs Free

Fill out the coupon below carefully. The information required is *essential.* Your discs will be specially selected for *your specific* car. With the discs comes a free booklet telling how to boost your mileage.



1. The Schrader Gauge is accurate . . . and it is built to stand the gaff. Wise motorists use theirs once a week . . . to make sure tires are correctly inflated. Look for the name Schrader when buying a gauge.
2. Make sure you have the genuine Schrader Valve Insides. In red metal boxes of five marked "Schrader."
3. Schrader Valve Caps keep out dust and dirt and form a perfect secondary seal. Be sure you have Schrader. Packed in red and blue metal boxes of five marked "Schrader."

MAIL FOR PRESSURE DISCS

B-4

A. Schrader's Son, Inc.
P. O. Box 773, Washington & Johnson Sts.
Brooklyn, N. Y.,

Dear Sirs:

Send me FREE a set of Discs indicating proper pressure for each of my tires.

Make of car................Year.........

Body type.................................
[Sedan, coupe, touring, etc.]

Model.............Tire size............
[T, 60, Big Six, etc.]

Name.................................

Address...............................

....

Summer Playgrounds—*Continued*

is both pastoral and marine, and is distinguished by green fields, groves of birch, and fir, red roads winding over the low hills, long smooth beaches and red cliffs cut into fantastic shapes rising out of the blue sea.

"To the fisherman, Prince Edward Island offers excellent sport. Sea bathing may be enjoyed everywhere.

"Despite its apparent isolation, Prince Edward Island is easily accessible, being only nine miles from New Brunswick and fourteen miles from Nova Scotia. It is easily reached by automobile, while by rail it is but twenty-five hours from Boston or Montreal, thirty-two from Toronto, and forty-eight from Chicago. The usual route of entry is by way of Sackville, New Brunswick, on the main line of the Canadian National railways. From here a branch line runs to Cape Tormentine, a distance of thirty-five miles, from which point a splendid government ferry steamer, equipped to carry railway cars, automobiles and passengers, makes trips at short intervals to Port Borden, Prince Edward Island.

"There is also a daily boat service between Pictou, Nova Scotia, and Charlottetown, the capital of the island, a trip of fifty miles. On the island itself railways and a network of well-kept earth roads reach everywhere.

NOVA SCOTIA

"The tourist attractions of Nova Scotia are many, but perhaps the greatest is fishing. The long coast line together with the inland network of lakes and rivers, offer a bewildering choice of localities, and, as there are no preserved waters, the visiting angler may cast where he pleases.

"In addition to hunting and fishing, Nova Scotia offers exceptional opportunities for camping, canoeing, sailing, and sea-bathing, while for the nature lover the wild beauty of the stern coast, the peaceful calm of the sheltered bays and inland lakes, and the quaint, old-fashioned charm of the fishing villages, will have an irresistible appeal.

"Pleasant summer resorts are well distributed throughout the province. In the vicinity of Halifax are Bedford Basin, the large salt-water bay which forms the inner harbor, and the pretty Dartmouth lakes. Along the Atlantic coast south of Halifax, is a series of deep, sheltered, island-dotted bays, ideal for salt-water bathing, sailing, and sea fishing. St. Margaret's Bay, Mahone Bay, and Chester Basin are the most popular of these and have good hotel accommodation. Yarmouth, at the extreme southeastern tip of the province is one of the gateways to Nova Scotia and is a delightful spot. On the Bay of Fundy side are Digby, Bear River, Annapolis Royal and the picturesque Land of Evangeline on sheltered Minas Basin. Grand Pré, the home of Evangeline, 'on the shores of the basin of Minas,' is visited by thousands every year.

"Cape Breton Island, which is separated from the mainland by the Strait of Canso, only a mile in width, is a veritable tourist wonderland. In the heart of the island is the famous Arm of Gold, the superbly beautiful Bras d'Or Lake, a great inland sea dotted with small islands and fringed with forest-clad hills. Along the shore are the picturesque villages of St. Peters, Iona, Baddeck, and Whycocomagh, the gateway to beautiful Lake Ainslie and the famous salmon pools of the Margaree River.

"The province is easily and quickly reached. Steamship lines connect Boston with Yarmouth and Halifax, New York with Halifax, and Saint John, N. B., with Digby, while Canada's two great railway systems give Nova Scotia rail connection with every important point in America.

NEW BRUNSWICK

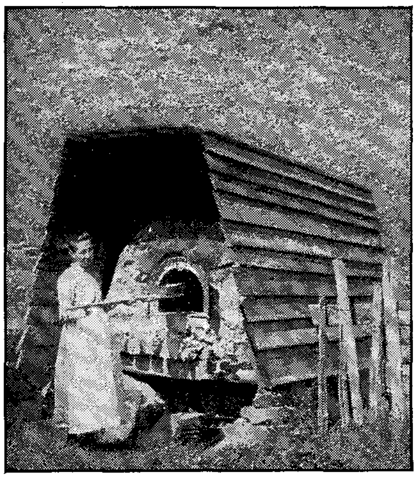
"To the holiday seeker New Brunswick's great appeal is its unspoiled freshness and its freedom from commercial exploitation of its natural attractions. Exclusive summer resorts are rare, in fact, St. Andrews-by-the-Sea, with its famous Algonquin Hotel and beautiful location on Passamaquoddy Bay, may be said to be the only one in the province.

"The large rivers of New Brunswick and more particularly the Restigouche, Miramichi, Nipisiquit, Tobique, Kedgwick, Upsalquitch, and Saint John are world famous for their salmon fishing. With 16 million acres of forest cover and ideal climatic and feeding conditions, New Brunswick is the best big game country in the eastern part of the continent. The extensive river systems offer splendid canoe trips either through the developed districts or through virgin forest.

"The Canadian National and Canadian Pacific, Canada's two great railway systems, provide good service both to and within the province, and regular steamship services connect Saint John with Boston, Portland, and other Atlantic ports.

QUEBEC

"Of the many attractions which Quebec holds for the visitor the most interesting is the atmosphere of Old France which permeates the whole province. Separated from France since 1759, Quebec is in some respects older than the France of to-day; its language is the French of Louis XIV, the lay-out of the old seigniories is similar to that of feudal France, and its folk-songs are the ballads of medieval Normandy and Brittany. Thousands of Quebec farmers or habitants, as they are called, are still occupying the very land granted to their ancestors by the King of France 300 years ago. Truly, Quebec is an Old World country in the heart of America.



Courtesy of Canadian National Railways

QUEBEC'S HABITANTS BAKE AS OF OLD

"Throughout the province, historic buildings, monuments and memorials bring thoughts of the old régime, and call to mind the names of Cartier, Frontenac, Laval, Montcalm, and Wolfe.

"The waterways of the province offer a bewildering choice of canoe trips.

"Throughout the province there are a large number of resort districts. On the rugged and picturesque Gaspé coast some of the fishing villages, such as Percé and Gaspé, have good hotels, altho there are no large fashionable resorts. Along the lower St. Lawrence is a number of popular resorts of which Murray Bay and Tadoussac on the north shore and Métis Beach on the south shore have the largest and most pretentious hotels. Cacouna and Bic, also on the south shore, are favorite cottage resorts.

"The Eastern Townships, which lie along the international boundary south of the St. Lawrence, have a number of well-established resorts, particularly on Lake Memphramagog, Lake Massawippi, Brome Lake, Lake Mégantic, and the Richelieu River. North of the St. Lawrence are the Laurentian Mountains, a vast holiday land dotted with lakes and clothed with pine forest. Both the Canadian National and the Canadian Pacific Railways have lines running north from Montreal into this area."

THE ST. LAWRENCE TRIP

In all the world there is no other inland water trip which discloses a similar variety of scenic attractions, historic landmarks and romantic legends than does the voyage from Toronto to the mysterious solitudes of the mountain-walled Saguenay.

Every mile, as viewed from the decks of the well-appointed modern steamers of the Canada Steamship Lines' fleet discloses an ever-changing scene. As the lower river is reached the tourist enters the heart of French Canada. Here he sees ancient homes built under the French régime, headlands and bays about which cluster memories of long-ago action, or which are the subjects of river legends. Contrasted with the old are two modern watering places. From fashionable Murray Bay, over the hill from La Malbaie of old, the stately new Manoir Richelieu looks proudly out upon the St. Lawrence. Beyond, where the steamer turns from the St. Lawrence, the Hotel Tadousac, white against its balsam background marks the gateway to the Saguenay. From here follows the indescribable fascination of this deep fiord, with its towering headlands Capes Trinity and Eternity and its solitudes drawing tourists back for successive summer trips.

Continuing to quote from the Department of the Interior booklet:

"No part of Canada is more accessible than Quebec either by rail, by water, or by road. Montreal, the chief city of the province, is the greatest railway center in Canada, and in point of foreign trade ranks second among the ocean ports of this continent.

ONTARIO

"Of all the provinces, Ontario has the largest number and greatest variety of developed summer resorts. The Thousand Islands of the St. Lawrence, extend for fifty miles from the outlet of Lake Ontario. The Rideau Lakes, lying between Ottawa and Kingston, and the Kawartha Lakes north of Lake Ontario, are ideally suited to camping, canoeing, and fishing, and are popular with summer visitors. North of Toronto are the Muskoka Lakes and the Lake of Bays Chain, the most highly developed resort districts in Ontario. Georgian Bay with its 30,000 islands is another popular summer playground. Algonquin Park in the Ontario Highlands is a vast forest and game reserve whose chief attractions are the exceptionally good fishing, the canoe trips.

"North of Algonquin Park is the real north, the land of virgin forests, rivers, and lakes, where the chief attractions are fishing, camping, and canoeing.

"On French River, Lake Nipigon, Nipigon River and the Lake of the Woods are to be found well appointed bungalow camps; on Lake Timagami in the Timagami Forest Reserve there are several popular camps and hotels, and throughout Quetico Park, the Rainy River district and the more northern waters numerous camps, boarding-houses, and small hotels are located."

ONTARIO'S TOURIST HEADQUARTERS

Two cities stand out preeminently among numerous civic tourist attractions. Toronto, modern and interesting, is the gateway to eastern and northern Ontario and a port for the Canada Steamship Line's routes.

In a commanding location where the Ottawa and Gatineau rivers, meet rise the Gothic Parliament buildings of the Dominion's Capitol, Ottawa being the objective of throngs of summer tourists.

We continue our quotation from "Vacations in Canada."

MANITOBA

"Manitoba, the most easterly of the Prairie Provinces, has an area of 252,000 square miles, of which nearly 20,000 square miles is water surface.

"Winnipeg is the gateway of Western Canada and is a railway center of great importance. It is easily reached by rail from the United States or from the adjoining provinces of Ontario and Saskatchewan.

"Attractive and popular summer resorts with hotels, and cottages, have been developed on the shores of the larger lakes particularly at Winnipeg Beach, Victoria Beach, and Grand Beach on Lake Winnipeg, and Oak Point on Lake Manitoba."

CANADA'S NEW EMPIRE

Herculean development in northern Manitoba is forging ahead with unbelievable speed. Mineral, forest, and agricultural wealth are rewarding pioneer workers. Steel rails are pushing rapidly into hitherto inaccessible regions. Frontier towns are springing into existence with incredible rapidity. Great hydro-electric power projects are under construction. Thousands of tons of material are flowing in, carloads of products rolling back.

Where yesterday was a wilderness now is heard the sound of the carpenter's hammer and the locomotive's whistle.

The Manitoba Northern Railway pushed its way from The Pas to Flin Flon last year, and a forty-mile extension is under way. Airplanes and tractors are carrying materials beyond the rail head.

The dream of Canada's Empire builders is also about to be realized. Rails of the new Hudson Bay Railway have crept northward to their terminus, Fort Churchill on Hudson Bay and passenger service is expected to begin in August.

SASKATCHEWAN

Resuming our quotation from the official booklet:

"The northern half of Saskatchewan is a network of lakes and rivers, and offers numerous opportunities for canoe trips of the more strenuous kind. Summer travel here is entirely by canoe, and well-traveled routes connecting the trading posts and missions combine the charm of unspoiled country with the romance of the early days of the fur trade.

In the heart of this area, about forty miles north of Prince Albert, the Government has set aside 1,377 square miles to form Prince Albert National Park, the latest addition to Canada's system of great national parks. The outstanding feature of the new park is a chain of lakes with crystal-clear water and miles of sand beaches ideal for summer resorts, summer cottages and camps. These lakes with their connecting rivers offer a large range of canoe trips covering all parts of the park and extending north to the Churchill River.

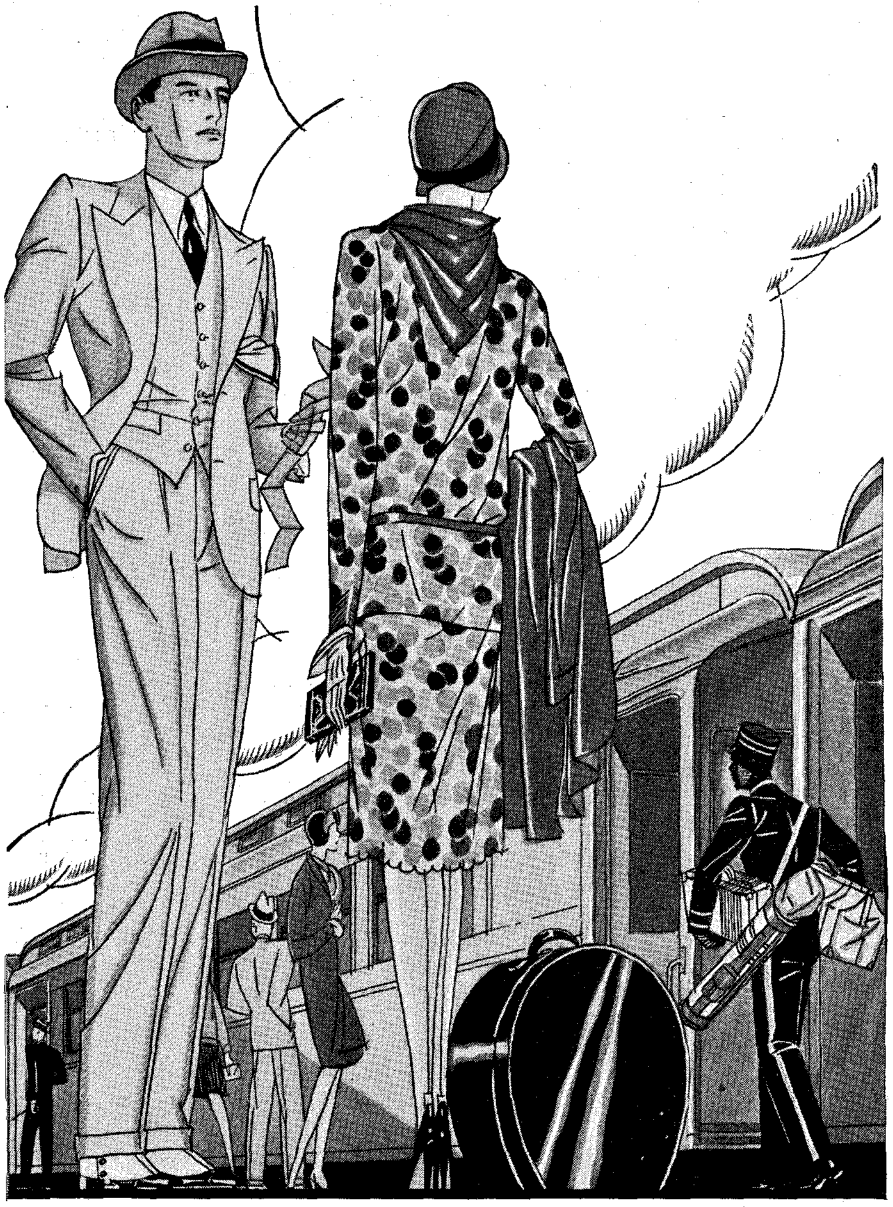
"Saskatchewan is easy of access either by rail or by road. Trunk lines of the Canadian Pacific and the Canadian National railways cross the province from east to west, and from these a network of branch lines cover all settled parts. A trunk system of 7,000 miles of provincial roads is under construction, over 2,880 miles having already been completed.

ALBERTA

"The Rocky Mountains, which form the western boundary of Alberta, contain a wealth of mountain scenery unequaled anywhere in the world and constitute the chief attraction which the province holds for the visitor. In this region are hundreds of glacier-clad peaks most of them over 10,000 feet in height, beautiful valleys clothed with pine forests and set with gem-like lakes, waterfalls breath-taking in their beauty, and over all a brilliant blue sky and exhilarating mountain air.

Over 7,000 square miles of this magnificent country has been set aside as playgrounds in the form of three national parks.

Waterton Lakes Park, the smallest of the three, is really a continuation of Glacier



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The fastest transcontinental train-time in Northwest history brings the West five hours nearer the East.

Leaves Chicago Union Station (Burlington Route) at 9:00 p.m. daily—to Seattle, Tacoma and Portland in 63 hours—saves a business day. Exclusively Pullman but no extra fare! Observation and Dining Car Service of the highest standard.

The Northern Pacific operates two other daily transcontinental trains—the Comet, leaving Chicago Union Station at 10:45 a.m.; the Pacific Express, leaving St. Paul 10:30 a.m. and Minneapolis 11:05 a.m. daily.

For Western Travel Information Mail This Coupon to E. E. Nelson, Passenger Traffic Mgr., 115 Northern Pacific Bldg., St. Paul, Minn.

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Burlington Escorted Tours All expense from Chicago
☐ Yellowstone Park - - $140.04
☐ Pacific Northwest - - 234.78
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Round Trip Railroad Fare from Chicago

☐ $90.30 Pacific Northwest, Seattle-Tacoma, Puget Sound, Portland, Columbia River
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☐ $108.30 California, Pacific Northwest, Rainier Park, Mt. Baker Forest
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Name

Address

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Northern Pacific Railway

"First of the Northern Transcontinentals"

Summer Playgrounds—*Continued*

National Park in Montana, and is equally attractive. It is reached by a good motor road from Cardston on the Blue Trail, and its principal attractions are fishing and boating.

Rocky Mountains Park is about eighty miles west of Calgary, and is traversed by the main line of the Canadian Pacific Railway, and also by the Banff-Windermere highway already mentioned. In this park are Banff and Lake Louise, two of the most surpassingly beautiful spots in the world. From these points trails radiate in all directions and camping trips with guide and pony are very popular. Also there is mountain climbing, hiking, fishing, canoeing, swimming, tennis, golf, and dancing.

"Jasper Park, 240 miles west of Edmonton on the main line of the Canadian National, altho comparatively unknown a few years ago, has already become famous to world travelers for the sublime grandeur of its snow-capped peaks and the marvelous beauty of its lakes, waterfalls, and mountain streams. Jasper Park Lodge, near Jasper, is the tourist center of the park and the attractions provided there include camping, riding, hiking, mountain climbing, fishing, canoeing, bathing, tennis, and golf on the famous park course, one of the finest in the world.

"Other parks in Alberta include Buffalo Park at Wainwright, 120 miles east of Edmonton, where is kept a great herd of 8,000 buffalo, the last remnant of the millions that once roamed the Western Plains; Elk Island Park, near Edmonton, a big-game preserve; Antelope Park in the southeastern part of the province, where a small band of antelope are preserved; and Wood Buffalo Park, in the extreme northern part of the province where a herd of wood buffalo, believed to be the last of their species, still roam wild.

"Alberta is well served by railways. The Canadian National and the Canadian Pacific both cross the province and through extensive systems of branch lines reach all developed sections."

BRITISH COLUMBIA

"No part of America can offer such splendid and varied scenic attractions as British Columbia. Its mountain region, larger than a score of Switzerlands, is truly alpine in character with glaciers, mountain lakes, and waterfalls of marvelous beauty. Great rivers flowing seaward for countless ages have carved awe-inspiring canyons through which their waters rush with tremendous speed.

"British Columbia has four national and five provincial parks within its boundaries. Two of the national parks, Yoho and Kootenay, adjoin Rocky Mountains Park, and have the same magnificent mountain scenery. In Yoho Park, Emerald Lake, and Lake O'Hara rival in beauty Banff and Lake Louise. The Banff-Windermere highway runs through Kootenay Park from the Alberta boundary to Windermere, following the valleys of the Vermilion and Kootenay Rivers. Glacier National Park in the Selkirk Range offers some of the finest mountain-climbing in America. In this park are the famous Illecillewaet glacier and the Nakimu Caves, a series of subterranean chambers characterized by beautiful interior marble markings. A short distance west of Glacier Park is Revelstoke Park, the smallest of the four Dominion parks, dominated by the mountain from which it takes its name.

"The provincial parks are: Mount Robson Park, which adjoins Jasper Park and contains Mount Robson, one of the highest peaks of the Canadian Rockies; Kokanee Park on the west side of Kootenay Lake, north of Nelson; Garibaldi Park, north of Squamish, and reached by trail from the Pacific Great Eastern Railway; Strathcona Park on Vancouver Island, and Mount Assiniboine Park in the Rockies."

VANCOUVER-VICTORIA

Vancouver, western metropolis of the Dominion, terminus of two great Canadian transcontinental systems and their allied steamship lines and a port of call for many other Pacific steamships, is also a city admired by tourists.

Another city of charm lies across the Straits. "Victoria, chief city of Vancouver Island, is Canada's lyric postscript" as one writer expresses it.

GOING TO EUROPE

"Take a trip to Europe" is the prescription that seldom fails. Old ocean administers a week's continuous tonic. Nature's sedative induces refreshing sleep. The ship's galley supplies ravenous appetites with food good and plenteous. These are remedies for the tired of nerve and body.

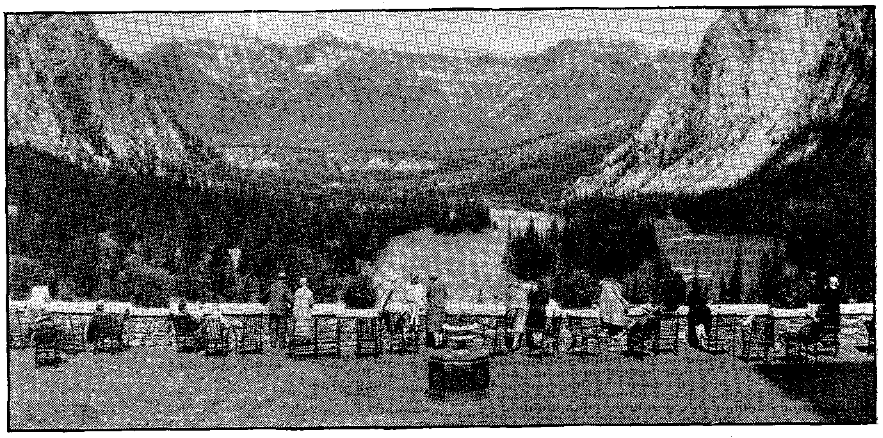
For those in the best of health, an ocean voyage is replete with recreation. Deck sports, promenades with congenial shipmates, dancing, luxurious loafing, fill happy hours from port to port.

Then comes a day when, all expectant, we walk down the companionway to enter unfamiliar scenes and environments. A new world is ours, with its unusual interests and its offer of a liberal travel education.

And with the advent of the attractive cabin ships, the vast improvement of second-cabin accommodations which now excel in luxury those of first-class, a few years ago, or by the so-called "Tourist" and "Students Third Cabin," this trip may be made in comfort at unbelievably low cost.

So enormous is the consequent expension of over-seas traffic that new ships are being rushed to completion and old ones reconditioned.

Last year 1,230,399 passengers were carried by steamships between North Atlantic and European ports, a gain of almost 23,000 over the previous year. A single line carried 260,000 passengers and



Courtesy of Canadian Pacific Railroad

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EUROPE CRUISE June 29 ss. "LANCASTRIA"
CUNARD LINE, 52 days, $600 to $1300
Spain, Tangier, Algiers, Italy, Riviera, Sweden, Norway, Edinburgh, Trossachs, Berlin (Paris, London, Rhine, etc.) Hotels, drives, fees, etc. included.
MEDITERRANEAN CRUISE Jan. 29 $600 and up
New S. S. "Transylvania", 66 days, Madeira, Canary Islands, Morocco, Spain, Greece, Palestine, Egypt, Italy, etc.
Frank C. Clark, Times Bldg., N. Y.

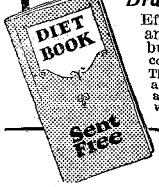
DO YOU WANT a new business profession of your own, with all the trade you can attend to? Then **become a foot correctionist**, and in a few weeks earn big income in service fees—not medical nor chiropody—easy terms for home training, no further capital needed, no goods to buy, no agency. *Address*
Stephenson Laboratory, 3 Back Bay, Boston, Mass.

Eat and Be Well!

A CONDENSED set of health rules—many of which may be easily followed right in your own home, or while traveling. You will find in this little book a wealth of information about food elements and their relation to physical welfare.

Control Your Weight Without Drugs or Tiresome Exercises

Effective weight control diets, acid and bland diets, laxative and blood-building diets, and diets used in the correction of various chronic maladies. The book is for FREE circulation. Not a mail order advertisement. Name and address on card will bring it *without cost or obligation.*



HEALTH EXTENSION BUREAU
64 Good Health Building, Battle Creek, Mich.

the gain in "Tourist Third" patronage alone was 35,000. One company carried in this single class 56,755 passengers.

Present bookings indicate that this year will eclipse all previous records in the North Atlantic trade.

THE SEASON'S STEAMSHIP NEWS

The Cunard Line enters the season with a great fleet of Cabin steamships, a total of seventeen such vessels. *Samaria, California*, and *Cameronia* have been converted into Cabin and Tourist Third Cabin ships, while the *Aquitania* has had a large part of her second cabin changed to "Tourist Third." Cunard ports include Liverpool, Plymouth, Southampton, London, Glasgow, Cobh, Londonberry, Cherbourg, and Havre. Three excursions will be operated to Ireland, two this month, one in July. Cunard will also operate six summer cruises from New York to Canada. Cunard is soon to begin construction of two 55,000-ton express steamships.

International Mercantile Marine, operating the White Star, Red Star, Atlantic Transport, and the Panama-Pacific Line and reaching foreign ports including Liverpool, Plymouth, Southampton, London, Glasgow, Cobh, Cherbourg, Havre, and Antwerp, has converted *Belgenland's* second cabin into "Tourist Third," providing the most luxurious accommodations of this sort. *Arabic* has been remodeled to care for 400 Tourists Third Cabin passengers. Nearing completion for White Star Line service is the new 27,000-ton motor-vessel *Britannic*, while the huge mail and passenger electrically driven *Oceanic* is under construction. The White Star Dominion Line will continue to provide service via St. Lawrence River Route. In the California Trade *Pennsylvania*, sister ship to *California*, will be launched in July.

RACE FOR THE BLUE RIBBON

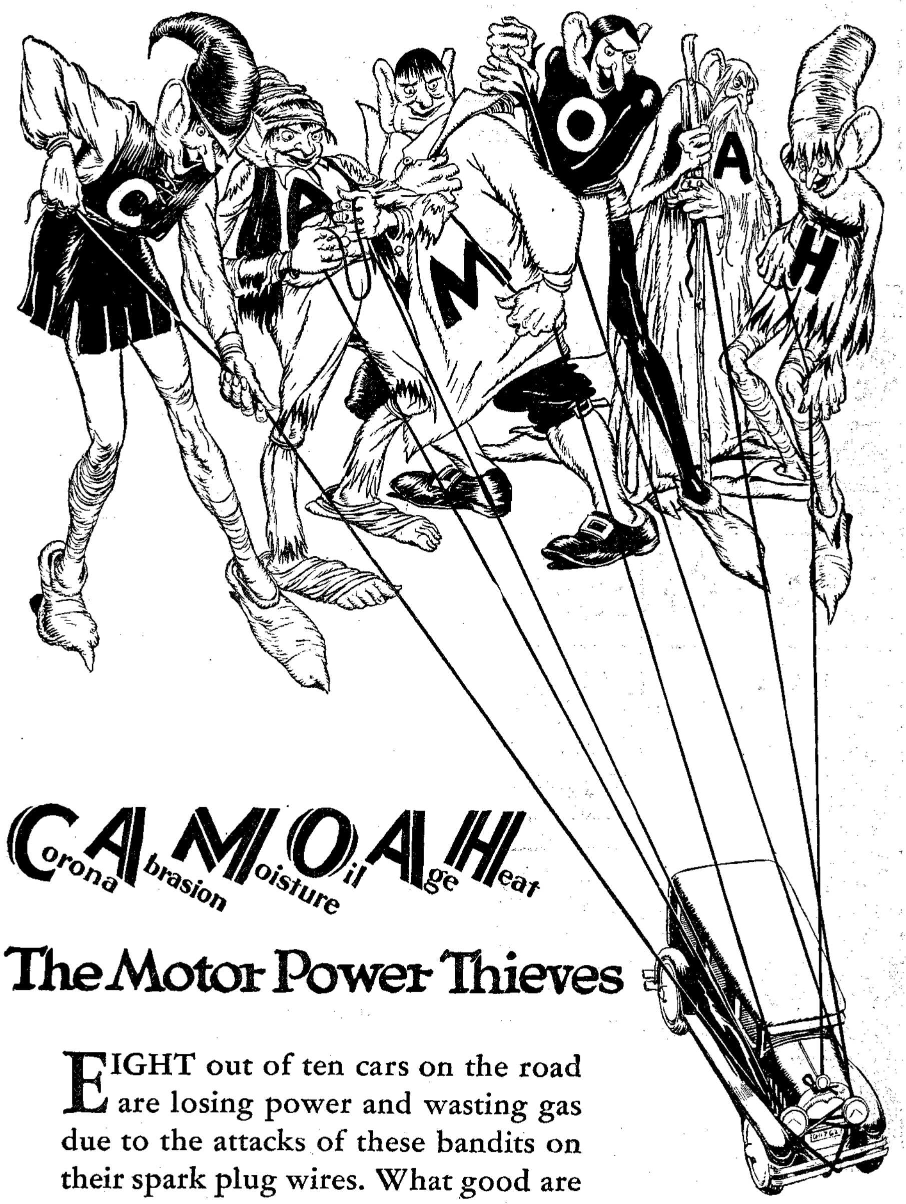
The American Merchant Marine enters upon a new era with the operation which began last month of *Leviathan* under private ownership of the United States Lines, Inc. In addition to *Leviathan, President Roosevelt, George Washington, America, Republic*, and *President Harding* have been also taken over. *Leviathan* provides first, second, and Tourist Third Class, while the other vessels are cabin liners. It is probable that plans for two new fast steamships will be announced soon. The combination passenger and freight vessels of the American Merchant Line, New York to Plymouth and London, are also included in the new management. United States Lines European ports include Cobh, Plymouth, Cherbourg, Southampton, and Bremen.

The French Line last month launched at St. Nazaire its new seven-deck, 25,500 motor-ship *Lafayette*, which will be operated as Cabin, Tourist, and Third Class. Construction is soon to start on a 60,000-ton, twenty-seven-knot liner aiming to capture the blue ribbon of the Atlantic, larger, finer, and faster than *Ile de France*. French Line ports include Plymouth and Havre.

Meanwhile North German Lloyd with its new 46,000-ton express passenger steamships *Europa* and *Bremen* is aiming at the same object. *Bremen* will make her maiden voyage to New York next month, maintaining thereafter a five-day service between New York and Channel ports, and Germany in six days. *Europa*, her sister ship, will be placed in commission next year. North German Lloyd vessels sail to Plymouth, Cobh, Cherbourg, and Bremen.

Two new motor-ships of the Cabin—tourist Third and Third Class—are being added to the fleet of the Hamburg American Line for its service to Southampton, Cobh, Cherbourg, and Hamburg. *St. Louis* sailed on her maiden trip in April and *Milwaukee* will make her first crossing in June. Hamburg American Line will operate *Reliance* on a "Northern Wonderlands Cruise" from New York June 29 and also a number of short cruises from Hamburg to the North

(*Continued on page 87*)



CAMOAH

Corona Abrasion Moisture Oil Age Heat

The Motor Power Thieves

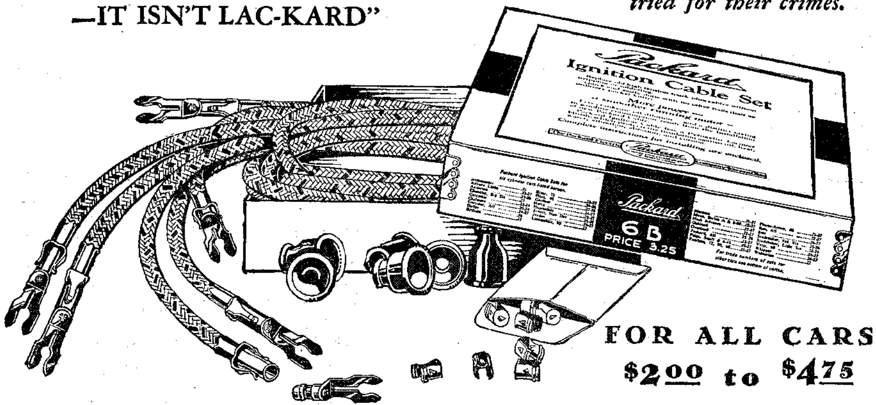
EIGHT out of ten cars on the road are losing power and wasting gas due to the attacks of these bandits on their spark plug wires. What good are new plugs, a strong coil, and a perfectly timed distributor if cable leakage is going to undo all their good work.

Packard Lac-kard Cable is the best possible assurance of full motor power. Ask your dealer for a Set to fit your car.

Corona
Camoah
the Motor Power thieves

Write for the Camoah booklet in which the motorpowerthieves are tried for their crimes.

"IF IT ISN'T PACKARD
—IT ISN'T LAC-KARD"



FOR ALL CARS
$2.00 to $4.75

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FLASHLIGHTS ON EUROPE'S TOURIST APPEAL

Here we show some of the high lights of Europe, briefly listing a few of the essentials for the itinerary in each of the leading European tourist countries. For the inexperienced traveler the well-equipped tourist agency can be of valuable assistance. No other travel lands are so fully covered by satisfactory maps, guide books and works of travel and description. The understanding of the trip abroad will be greatly enhanced by reading some of these with this table serving as a subject index.

ENGLAND *History; literary shrines, countrysides; lake district; seashore; cathedrals.*	Immortal London with its Parliament, Westminster, British Museum, Tower, etc., is indispensable. Other English regions to be visited by the summer tourist include the Shakespeare Country, Cathedral Towns, English Lakes District, University Cities, The Dukeries, Wales, South Devon, Seashore.	**GERMANY** *Centers of art, music, literature; famous cities; health resorts; mountains, rivers.*	See Berlin, Cologne, Frankfort, Heidelberg, Munich, Dresden, Leipzig, Bayreuth; Spas: Baden-Baden, Nauheim, Aix-la-Chapelle, Bad Ems, Kissingen, Wiesbaden, etc. Mountains: Black Forest, Harz Mountains, Bavarian Alps. Famous Rivers: Rhine, Danube, Ahr, Moselle, Lahn, Elbe.
SCOTLAND *History and romance; Highlands and lochs; renowned cities; castles and abbeys.*	A continuous pageant scenic and historic passes before the traveler—Edinburgh with its Holyrood; Glasgow's cathedral and university; Abbotsford, home of Scott; Melrose of Abbey fame; Sterling with memories of Wallace; Dunfermline of Bruce; Linlithgow of Mary Queen of Scots.	**AUSTRIA** *Superb scenery, including Tyrol and Danube; cities famous in music and arts; health resorts.*	Indispensable cities and resorts include Vienna (art, literature, music); Salzburg (musical festivals); Heiligenblut (amid eastern Alps); Bad Gastein (thermal spa); Bad Ischl (brine baths); Innsbruck (Tyrols' capital); Semmering (famous mountain resort); etc.
IRELAND *Scenic masterpieces; treasures of antiquity; romantic associations.*	All Ireland is a delightful travel land. In the Irish Free State visit historic Dublin; Glendalough with its Shrine St. Kelvin, fjords of Kerry, Killarney, and Gap of Dunloe. In Ulster: Belfast, Londonderry, Giant's Causeway, Glens of Antrim, Glengriff are objectives.	**CZECHOSLOVAKIA** *The ancient Kingdom of Bohemia has long been a favorite tourist region.*	The embattled city of Prague with ancient gates and towers and modern shops, now the capital, should be visited. Pilsen, home of famous beer; Carlsbad and Marienbad, notable health resorts; scenic regions including Tatra Mountains, etc., are travel objectives.
BELGIUM *Heritages of Art; cities with medieval surroundings; battle-fields.*	Enjoy the charm of its color cities, including Brussels, capital; Antwerp, commercial metropolis; Liege, industrial; Malines, seat of archbishopric; Ghent and Bruges, cities of art; Louvain, the immortal; Ostend, world-famous seaside resort; Belgian battle-front.	**HUNGARY** *Homeland of Kossuth and Liszt; scenic Danube Valley; Roman ruins; lakes, mountains.*	Among its points of tourist interest are Budapest, the capital city astride the Danube, with cathedrals, Parliament, Renaissance Palace of Justice; Mount St. Gellert's citadel and ruins; St. Margaret Island; Aquineum with Roman ruins; Visegrad's ancient castle; Balaton, inland lake; caverns of Miskolez.
NETHERLANDS *Land of windmills, canals, wooden shoes, flowers, museums, and galleries.*	This picturesque country presents unusual scenery and many treasures of history and art. See The Hague and its Royal Palace and Peace Palace; Amsterdam with its Museum; Rotterdam's shipping; museums of Utrecht; pottery of Delft; Marken, island gem; Seaside Resorts.	**JUGOSLAVIA** *The new kingdom formed from Serbia, Croatia, Montenegro, Bosnia, Dalmatia, Slovenia, etc.*	Unusual scenes greet the visitor including: Belgrade, capital city; Zagreb, medieval town; Kranjska Gora, Alpine resort; Bled with lakes and mountains; Rogashka Slatina, health resort; Split on the Dalmatian Coast; Dubrovnik with its ancient Roman fortress.
NORWAY *Labyrinth of fjords; homeland of the Vikings; interior forests, lakes, glaciers.*	Summer visitors revel in the cool balsam air of impressive fjords and interior highlands and stand in awe upon the North Cape viewing the midnight sun. Oslo, the capital; Trondhjem, Viking City; ancient Bergen should be included in the itinerary.	**SWITZERLAND** *Alpine scenery; glaciers, streams and exquisite lakes; wild flowers.*	Outstanding are the Grisons with Davos, St. Moritz, Samaden, etc.; The Bernese Oberland with Interlaken, Thun, Grindelwald, Jungfrau, etc., The Jura with St. Croix, Les Rasses; Central Lucerne, Stanserhorn, Pilatus Summit, Engelberg; Zurich; Lake Leman; Lausanne, treaty city; Geneva; exquisite lakes.
SWEDEN *Mazes of waterways; forests of birch and fir; cities; museums; medieval châteaux.*	Entertaining cities and natural wonderlands include: Stockholm, with its palace, museums; Gota Canal trip; Lapland, picturesque people; Gripsholm and Drottningholm Castles, Gothenburg's galleries, waterfalls of Trollhattan, ruins of Visby, Dalecarlia.	**FRANCE** *Historical treasures; seashore resorts; cathedrals and châteaux; Alps; battle-fields.*	Paramount attractions include: Paris the immortal, Avignon (Palace of the Popes); Tours (château country); Lyons (Alps gateway). Resorts: Deauville, Trouville, St. Malo, Dinard, Biarritz, Vichy, Aix-les-Bains, Evian, Vittel, Amelie-les-Bains, Dax, French war zone. French Riviera, Nice, Mentone.
DENMARK *Oldest kingdom of Europe; islands; heather moors; countrysides; beaches.*	Among Denmark's many tourist attractions the following are essential: Copenhagen with Rosenborg Castle, Tivoli, museums, Palace, Parliament, the famous cathedral of Sjaelland, Jutland with Fanö and Skagen beaches, Health resorts—Marienlyst, Skodsborg, etc.	**ITALY** *The land of art and antiquity; azure skies and blue waters; mountain, lake, and seashore resorts.*	See Rome the Eternal City; Florence, city of Dante, roses and art; Genoa, birthplace of Columbus; Milan with its famous cathedral; Venice, "Queen of the Adriatic"; Naples with Vesuvius, Pompeii; Sorrento, approach to Capri; Palermo, in "the land of spring and flowers."
THE BALTICS *Esthonia, Latvia, Lithuania, and the Free City of Danzig have diverse tourist interests.*	Summer tourists will discover scenes of interest including Reval (capital Esthonia) with sea bathing; Kovno (capital of Lithuania) with Palanga, sea resort; Rakvere and Viljandi showing ruins; Riga (capital of Latvia) ancient fortress, "Baltic Riviera"; Free City of Danzig.	**SPAIN** *Land of romance and color; Roman aqueducts; Moorish palaces, picturesque cities, inspiring scenery.*	For the itinerary: Madrid, capital, art galleries, social center; Toledo, spell of the past; Seville, joyous; Cordova, ancient capital; Granada, immortal Alhambra; San Sebastian, seaside resort; Cadiz, the "Silver Saucer"; Barcelona, commercial metropolis.

Cape, Spitsbergen, and Scandinavian capitals.

The Holland-America Line celebrated the maiden voyage in April of its superb new flagship *Statendam*, which will form an important addition to its service to Plymouth, Boulogne-sur-Mere, and Rotterdam during the summer. *Statendam*, the last word in steamship design, is one of the most sumptuous liners, carrying in addition to other classes, Tourist Third.

ENTIRE NEW FLEET

At a cost of $45,000,000 the Canadian Pacific has constructed a fleet of four new "Duchess" liners, all cabin vessels, which will be operated, in connection with its other ships, on the St. Lawrence River Route to Liverpool, Southampton, Glasgow, Cobh, Cherbourg, and Antwerp. They include *Duchess of Richmond*, *Duchess of York*, *Duchess of Bedford*, and *Duchess of Atholl*. In the Clyde yards are also under construction two other new steamships, the 40,000-ton *Empress of Britain* and the 26,000-ton *Empress of Japan*, which are expected to cover the Quebec-Southampton run in four and a half days.

Norwegian American Line provides service to Oslo, Bergen, and Christiansand, while Scandinavian-American Line vessels sail to Oslo, Christiansand, and also to Copenhagen. Swedish-American Line ships provide sailings to Gothenburg.

Navigazione General Italiana provides services to Gibraltar, Genoa, Naples, and Palermo. Lloyd Sabaudo ships sail to Gibraltar, Genoa, and Naples. Fabre Line reaches Naples, and the Cosulich Line, which added recently the sumptuous new liner *Vulcania* to its fleet, includes Naples, Palermo, and Trieste in its ports. The Dollar Steamship Line in its round-the-world service calls at Genoa and Naples.

To Santander, Cadiz, and Barcelona steam the fleet of the Spanish Royal Mail.

SUMMER CRUISES

Tourist agencies conducting specially chartered summer cruises to Europe include Thomas Cook & Son, operating S. S. *California* (Cunard), sailing July 2 to Mediterranean ports; Frank C. Clark, conducting a cruise by S. S. *Lancastria* (Cunard), sailing June 29 to Western Mediterranean and Norway ports; James Boring's Travel Service, operating S. S. *Calgaric* (International Mercantile Marine), leaving June 29 for North Cape—Midnight Sun Cruise; Raymond & Whitcomb Company, sailing S. S. *Carinthia* (Cunard), June 26 and S. S. *Franconia* (Cunard), June 29 on two North Cape-Midnight Sun Cruises. Meanwhile, the American Express Company, Frank Tourist Company, and other tourist agencies will book a large volume of individual tourists for Europe.

BARCELONA EXPOSITION

Thousands of tourists will be drawn to Spain this summer by two expositions of extraordinary interest.

The International Exposition at Barcelona is an international exhibition of arts, industry, and commerce.

Among the many attractions featured is a marvelous display of lighting: "Montjuich, transformed by the genius of science into a fairyland of light, with gleaming waterfalls, rainbow cascades, crystal fountains, and gardens of luminous flowers, provides a colorful and brilliant background for the palaces.

A complete Spanish village has been constructed, the result of ten years planning and labor, typifying Spanish architecture and art.

SPANISH-AMERICAN EXPOSITION AT SEVILLE

At Seville opened in May the Ibero-American Exposition of Art, Commerce, and Industry.

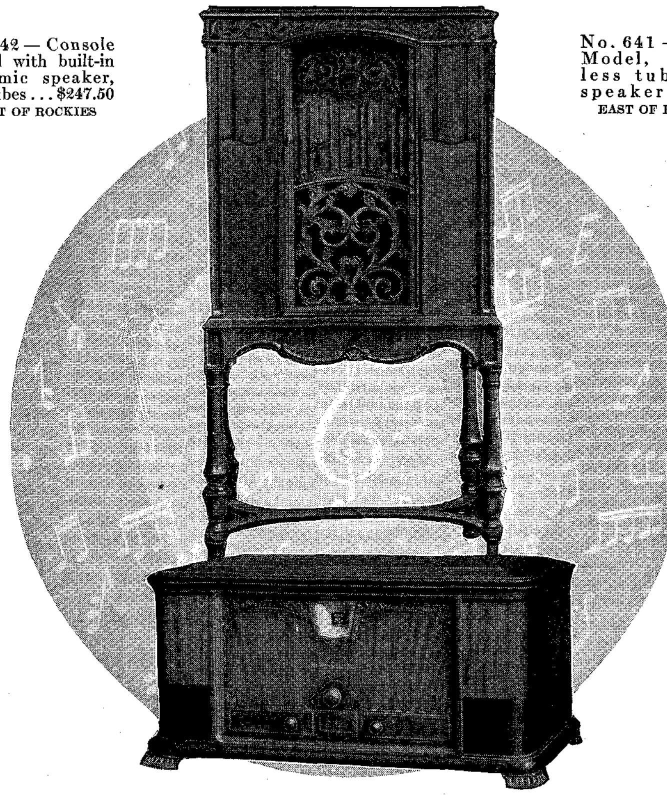
Exposition grounds comprise 2,400 acres on the outskirts of Seville, flanked by Cuadalquivir River and Tablada Aviation Field (the most important in Spain).

New Leadership!!! in TONE - in SELECTIVITY - in SENSITIVITY!!

JUST AS a famous actor whose name blazes on Broadway thrills his audience by his superior interpretive ability -- so this beautiful new Stromberg-Carlson will hold your emotions in its grip. It will give you every subtle note, every delicate shading, which marks the tone of genius.

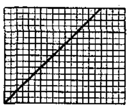
No. 642 — Console Model with built-in dynamic speaker, less tubes . . . $247.50
EAST OF ROCKIES

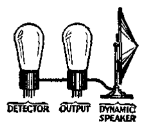
No. 641 — Table Model, (below) less tubes and speaker . . . $155
EAST OF ROCKIES



Stromberg-Carlson Designs a Receiver For Three A. C. Screen Grid Tubes

ALWAYS in the foreground of radio development, Stromberg-Carlson engineers were not satisfied to merely place the new A. C. Screen Grid Tubes in their Receiver, they have designed an entirely new Receiver—to obtain the utmost in results which these revolutionary new tubes are capable of producing. This new Receiver has—





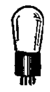
NEW! Three A. C. Screen Grid Tubes—and their superior amplification creating so strong a signal in the detector tube as to permit a—

NEW! Power Detector with self-varying grid bias and ample output to permit coupling *direct* to the power output tube, and—

NEW! Linear Detection—necessary for *clear* reproduction of the 100% modulation broadcasting, also—

NEW! UX-245 Power Output Tube giving clarity and quality of tone with an increased range of volume.

UY-224 A. C. SCREEN GRID



Learn your nearest Stromberg-Carlson dealer's address from your telephone directory.

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Stromberg-Carlson

MAKERS OF VOICE TRANSMISSION AND VOICE RECEPTION APPARATUS FOR MORE THAN THIRTY-FIVE YEARS

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Investment Income

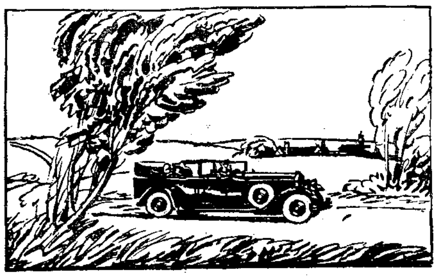
It is not inability, but lack of some systematic plan for saving and investing that keeps many men from building up substantial investment funds.

Old Colony's Plan I provides a definite and practical method for accumulating an adequate, income-producing estate through the purchase of investment securities by small monthly payments.

Over $58,000
In Twenty-five Years

may be accumulated if the average rate is 5% and value of principal constant. 20% of the value of the first security is required, with minimum monthly payments of 10%, or $100 . . . Total payments $30,000 . . . Accrued value $28,825 . . . Total value $58,825.

Our booklet, *"How Much Should I Save?"* gives full details of Plans I, II, and III.



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Gentlemen: Please send me your booklet, *"How Much Should I Save?"* giving details of your plans.

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M-3

INVESTMENTS ▾ AND ▾ FINANCE

MR. RASKOB'S "POOR MAN'S INVESTMENT TRUST"

"A PRACTICAL Utopia" is one of the commonest newspaper descriptions of Mr. John J. Raskob's idea of an investment trust which would give working people the same chance that the rich banker has of profiting by the rise in values of the common stocks of America's most successful corporations. "This is the greatest vision of Wall Street's greatest mind," one New York banker is quoted as saying, while a Middle Western editor declares that it "looks more like financial statesmanship than anything that has come out of Wall Street in many a weary moon." Others have their doubts, some of which will be outlined further on. While Mr. Raskob declares that he has no immediate intention of starting his proposed $5,000,000 "Equities Security Company," as he thinks it might be called, because of the present high level of stock-market prices, and for other reasons, he is in a position to profit by the immense amount of talk about his plan when he comes to bring it actually into existence. Mr. Raskob says he has "talked this thing over in the past fourteen or fifteen months with financiers, economists, theorists, professors, bankers, labor leaders, industrial leaders, and many men of no prominence, who have ideas." And a glance at the mass of editorial comment bears out the remark of the Pittsburgh *Post Gazette* that "it can be depended upon that before such an institution is launched, if ever, it will have been thoroughly discust from every view-point."

The first discussion came in the shape of newspaper interviews with Mr. Raskob. In a New York *Times* interview, "the man who has been called the financial genius of General Motors" outlined his theory of "intelligent debt." This theory is universally acknowledged in so far as it applies to buying homes on the instalment plan. Yet, he continues, "the home is a limited field of investment":

> The greater and constantly growing field lies in the public ownership of our large industries. Here the opportunity for profit has been limited to men of means and knowledge such as the working man can not command. I propose to buy the common stocks of approved industries and turn over the profits. That is the basis of my plan. When the profits happen to be large, shareholders will profit accordingly. At all times they will be assured of a fair return and security equal to that of American industry itself—the best in the world.

Wealth, according to Mr. Raskob, as quoted in *The Times*, is generally acquired by embracing an opportunity; his plan is to bring such opportunity "closer to a large number of people." We are now used to the instalment plan in buying homes, automobiles, and other things. "Why not apply this training, this habit of mind, to the purchase of securities that will give a man a capital?"

Mr. Raskob doesn't see "why the working men and women of our country should not be let in on the tremendous profits which are being made in America to-day," he says in a New York *World* interview. He continues:

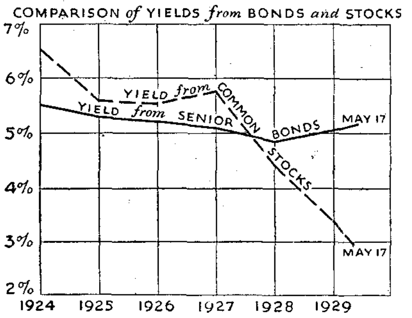
> Now, all the man with, say, $200 to $500, to invest can do to-day is to buy Liberty bonds or to turn his money over to some gyp concern for investment in wildcat oil and other promotion schemes. I don't mean to say all of the present investment trusts are tricky, but there is no question that a number of them are, especially those which handle the money of the small-wage earner who has no special knowledge of stocks.
>
> The corporation I am thinking of would be different than the ordinary investment trust. It would have a board of directors in whom the public had explicit trust. It would only operate in common stock of proven worth. Its holdings would be listed publicly, and there would be nothing secret about its transactions. It would meet the requirements of the New York Stock Exchange, and it would not deal in speculative stocks.
>
> Say a wage-earner had saved $200 and wished to invest it in stock in the proposed corporation for the purpose of profit. Well, he would be allowed to buy $500 worth of stock for his $200. Through a subsidiary finance company, or discount company, the $200 investor would be granted a loan of $300, the subsidiary company accepting his stock as collateral. Then by payments of $25 a month or so the investor would pay off his loan.

A woman reporter in Mr. Raskob's audience of newspaper representatives was quoted by Martin Green of the New York *Evening World* as interposing the question, "but how would you know that the holdings would be profitable?" To which Mr. Raskob is said to have made the reply:

> Young lady, if this goes through I shall have the advice and counsel of many men who knew a darn sight more about finance and industry than I ever could hope to know, and my individual judgment wasn't so bad. It will be a matter of mutual trust. We will tell the people, "invest your money with us, under proper legal safeguards, and we will make money for you."
>
> The possibilities of this country have not been touched. There is no excuse for a man who can save a little money and does not compel that saved money to work for him. Of course, those who do not look ahead are more or less hopeless. There are congenital unfortunates and failures who can not be reached by any plan of self help. Their only hope is charity.
>
> But, given wide-spread prosperity, the need for charity will diminish. A growing population largely without financial worries will raise ambitious, contented children. A great affliction in our scheme of

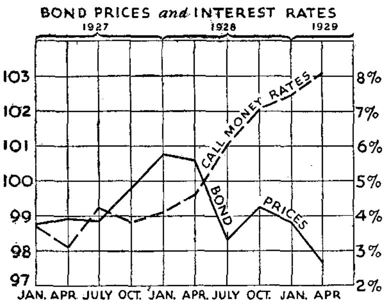
A good time to buy BONDS

GOOD values may be had in today's bond market. Prices in general are now at their lowest point since 1926. However, a comparison of the recent trend of bond prices with call money rates, not only presents an explanation for the present low level but is in reality a striking tribute to the inherent stability of bonds. In a liquidating bond market, and in the face of a prolonged period of abnormally high money rates, coupled with unprecedented speculative activity, the decline in bond prices has been less than might reasonably have been expected.



Yields from senior bonds and common stocks of 25 identical companies whose securities are listed on the New York Stock Exchange and which have a continuous record of dividends for the period covered. Yield computed from prices as of first Friday in January of each year.

To this evidence of stability of bond principal, under difficult conditions, may be added their well-known stability of income—the more apparent by contrast with the year-to-year record of many junior securities. At existing price levels, income from stocks has not only been reduced—often to the anomalous place of being lower than bond yields of the same companies—but the stability of principal so invested is open to the constant threat of violent market fluctuations.



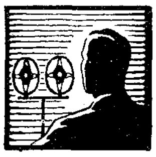
Price trend of 60 bonds listed on the New York Stock Exchange (25 P. U., 25 Ind., 10 R. R.) as shown by closing prices on last Friday of month indicated—contrasted with trend of New York call money rates as shown by quarterly averages.

To other arguments for the present attractiveness of bonds, may be added the fact that equities back of them have been materially strengthened in numerous cases by extensive stock financing of recent years. This, while indicative of increased public participation in stocks, is nevertheless a factor for strength in bonds since, by adding to equities, it strengthens the basic security of the bond investor's holdings.

From the standpoint of earnings and potential growth of business and industry, there is also much to emphasize the existing values among bonds. Net earnings, for example, of ninety-five important public utility companies have grown steadily since 1920, the increase in 1928 being nearly 11% over 1927, compared with an increase in gross of a little over 4%. For industry as a whole, earnings are tending to stabilize, as indicated by earnings of a representative group of five important industries for a period of eight years, ending in 1927, the last year for which figures are available. The fluctuation from the average of the period was less in the last year than in any other year, earnings for four of the industries ranging from 5% to 25% above the eight-year average. 1928 is conceded to be better than 1927.

The true investor, buying for income rather than for profit, and seeking stability of principal as well as stability of income, chooses high grade bonds as the back log of his investment structure. And in today's bond prices he recognizes an unusual opportunity.

May we suggest a list of issues to fit your needs, as to type, marketability, maturity and taxable status?



The Program that does more than Entertain

Tune in the Halsey, Stuart & Co. Program every Thursday Evening. Hear what the Old Counsellor has to say. ◆ This program is broadcast over a Coast to Coast network of 40 stations associated with the National Broadcasting Company.

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INVESTMENTS AND FINANCE
Continued

existence is want, if not actually poverty in old age. I believe that condition can be alleviated, if not abolished.

"The idea and the ideal are inspiring," comments *The Evening World* editorially. Says the Asheville *Times:* "It is apparently a splendid idea for the common welfare, well based upon a solid rock of this country's material prosperity." Properly managed, the scheme, we read in the Philadelphia *Evening Public Ledger*, "might prove to be the most modern and the most useful of all the numerous humanitarian enterprises founded at various times by rich Americans." "What Mr. Raskob has in mind," suggests the Newark *News*, "might well be called the ultimate step in industrial socialization, the most outstanding development and most rapidly moving trend of big business to-day." Writes M. E. Tracy in his column in the Scripps-Howard dailies:

> If there is a way to let people of small means profit through real-estate mortgages, the construction of homes and life insurance, there ought to be a way to let them profit through the rise of stocks, the organization of industries, and the general increase of wealth.
>
> That seems to be what Mr. Raskob has in mind, and it seems to represent merely the application of perfectly sane principles to an obvious need.

And this financial idea from Wall Street wins commendation from the Topeka *Capital* in the heart of Kansas:

> While the Raskob investment trust for workers sounds like a plan to enable workers to lift themselves into financial security, independence, and even wealth, by their bootstraps, yet it is no more, after all, than admitting them into American industrial profits. Many who started in as investors would sell out to take their premature profits, not having patience to stay through for half a lifetime, and would dissipate what they took out, but the opportunity for small regular savers to become financially independent over a period of twenty years or longer is undeniable in an investment trust actually conducted in the way Mr. Raskob outlines. Nothing would do more to encourage saving and also to wipe out the blue-sky promoters who yearly pick up hundreds of millions of dollars of small savings which keep their victims poor, and leave them in the end with nothing.

Hearing that Mr. Raskob "thinks it better to wait until it is certain the stock market has got back to normal," the Providence *News* says it agrees with him on that point, but hopes "he will not abandon his dream, which is the best thing constructive capitalism has thought of in many a day."

The Raskob dream seems to the St. Louis *Post-Dispatch* a Utopian vision "magnificently worth striving for," but this Missouri paper can not help bringing up several serious practical questions:

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One might question, for instance, the ability of such an organization to stabilize stock-market prices to avoid fictitious valuations, which is one of the exprest aims. Or one might wonder what insurance there would be that future managements would adhere to the semi-philanthropic purposes of the founder. Again, while it seems probable that a country as rich and prosperous as ours will grow richer and more prosperous, thus appreciating the value of common stocks, it is not a certainty.

The point we wish to emphasize in Mr. Raskob's plan, however, is that it is designed for those who, having no money to invest, must go into debt to get the money. In other words, it would be necessary for an applicant to mortgage his future earnings, and to pay interest on that mortgage. It is true nearly every one at some time or other mortgages his future earnings. A common instance is in the purchase of a home. But isn't it a rather radical extension of that idea to ask a man to discount what he may or may not earn in the future to invest in a proposition which may or may not yield handsome returns?

If those who would enter Mr. Raskob's investment trust are able to pay the principal and interest of the money they borrow, they are better able to accumulate a surplus, upon which they would receive interest, from which an original investment could be made. Those who haven't the character and stamina so to put aside money for investment would not be likely to contribute to the success of Mr. Raskob's experiment.

In short, Mr. Raskob's scheme strikes us as being predicated, not only on the future prices of common stocks, but on the future earnings of the participants. No wise wage earner leans too heavily on what the future will bring.

Moreover, the New York *World* reminds us that "the investment trust in this country is still in its infancy. It has yet to stand the storm and stress of a bear market; until it has met this test it may be premature to launch such a large-scale organization as that contemplated by Mr. Raskob."

All those acquainted with the Raskob idea, writes Frank J. Williams in the New York *Evening Post*, "agree that it is possible for the new investment trust to grow into a financial giant that could, if it wanted to, control American industry." At least, says the Dallas *News*, it "could easily become the dominant financial institution in the United States":

Whether such concentration of power would be without its elements of danger is something of a question. As has been pointed out heretofore, the investment trust even in its present state of development, is a powerful factor in stock-market operations. Their buying is in volume artificially to force up prices of stocks. That encourages speculative buying as against investment buying. That in turn bulges the call money market, and then the investment trusts are tempted to dump their high-price securities and lend high interest money on call. This gives a degree of manipulative control over the market which must increase with the size of the investment trust capital involved.

From the foregoing it will be seen that an investment trust company of unlimited capital frankly designed to absorb all the investment savings of the lesser fry involves problems of the first magnitude.

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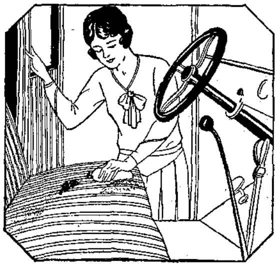
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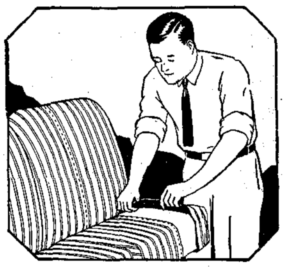
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CURRENT EVENTS

FOREIGN

May 15.—Alcoholic beverages will not be served hereafter at any official functions in Mexico, it is announced. This ban is said to be part of President Portes Gil's plan for a general temperance campaign.

May 16.—The German *Graf Zeppelin*, on its way to Lakehurst, New Jersey, is forced by an accident to its motors to turn back after it had reached a point over Cartagena, Spain.

The newly created Greek Senate holds its first meeting, the first time that a Greek Senate has met since 1862.

A serious battle for the possession of Canton is reported between the Kwangsi and the Kwangtung forces.

May 17.—The *Graf Zeppelin* battles her way to safety at Cuers-Pierrefeu, near Toulon, where French troops place her in a hangar.

Miss Joyce Wethered wins the Women's British Open Championship, defeating Miss Glenna Collett 3 up and 1 to go.

May 18.—President Chiang Kai-shek attempts to dissuade Marshal Feng Yu-hsiang from trying to take Nanking, and offers to resign.

May 20.—More than a score of American missionaries and children stationed in Wuchow, on the Kwangsi border, are urged by the American consulate in Canton to leave the city before a threatened aerial bombardment.

An earthquake in northern Anatolia is reported to have killed 53 people and injured 39.

Gen. Machado y Morales takes the oath of office as President of Cuba for a second time, for a term of six years.

The Earl of Rosebery, former British Prime Minister and Liberal leader, dies at his home at Epsom. He was eighty-two.

May 21.—Belgium follows Sweden in signing the League of Nations' general act for peaceful settlement of all international disputes.

Large bodies of Nationalist troops move northward to meet the threatened advance of Marshal Feng Yu-hsiang, who has broken with Gen. Chiang Kai-shek, head of the Nationalist Government.

Czechoslovakia, Roumania and Jugoslavia renew the treaties which bind them into the Little Entente.

General Calles, former President of Mexico, and Secretary of the War and the Navy during the recent rebellion, announces his retirement from public life in a message to the Mexican public, in which he expresses his faith in democracy.

DOMESTIC

May 15.—A gas explosion in the Cleveland Clinic causes the death of 125 people.

The Wisconsin State Senate repeals the dry enforcement statute, in response to a referendum of the people, and the bill, having been passed by the House, goes to the Governor.

May 16.—On the motion of fifteen members to adjourn, the Louisiana Senate Court of Impeachment comes to an end and releases Gov. Huey P. Long from charges of high crimes and misdemeanors.

The merger of the Equitable Trust Company and the Seaboard National Bank, New York City, with combined resources of $859,600,036, is announced.

Airplanes, seaplanes and amphibians numbering 4,346, and valued at $43,812,318, were produced in the United States in 1928, according to the Aeronautical Branch of the Department of Commerce.

May 17.—The long-standing Tacna-Arica dispute between Chile and Peru is settled by awarding Tacna to Peru and Arica to Chile, announces President Hoover.

President Hoover announces that Dwight F. Davis, Secretary of War in the Coolidge Cabinet, has accepted the post of Governor-General of the Philippines.

Students of Des Moines University pass a resolution against returning to the institution after June 4.

May 19.—A conference of leaders called by President Hoover agrees to modify the United States' claims against Germany by scaling down slightly the annuities and extending the payments over a longer period, without any reduction in the total. The terms of the new agreement must be approved by Congress.

Two people are killed and sixty injured in a stampede for shelter in the Yankee Stadium in New York City.

May 20.—The Supreme Court of the United States hands down a decision in the action of the St. Louis and O'Fallon Railway Company and the Manufacturers' Railway Company against the Interstate Commerce Commission, holding that the Commission had not given due consideration, as required by law, to the principle of reproduction costs in fixing the valuation of the carriers for rate-making and recapture purposes under the provisions of the transportation act of 1920.

President Hoover announces appointees to the National Law Enforcement Commission to study the failure of law enforcement and judicial procedure: George W. Wickersham, chairman, and Newton D. Baker, Frank J. Loesch, Roscoe Pound, William I. Grubb, Monte M. Lehmann, William S. Kenyon, Kenneth R. Mackintosh, Paul J. McCormick, Henry W. Anderson and Ada L. Comstock.

Completely Cowed.—El Reno, Ok.—The following advertisement appeared in a local paper recently:

"Owing to ill-health I will sell at my dairy farm in Reno township one Jersey cow five years old. She is of undoubted courage and gives milk frequently. To the man who does not fear death in any form she would be a great boon. She is very much attached to her present home (with a stay chain), but she will be sold to any one who will agree to treat her right. She is one-fourth Shorthorn and three-fourths hyena. I will also throw in a double-barreled shotgun, which goes with her. In February she went away for ten days but returned with a wobbly-legged calf. Her name is Rose and I would rather sell her to a non-resident—the farther away the better."—*Kansas City Journal-Post.*

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My compliments to you.

(Signed) Montgomery Mulford

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Four Hot Tips from Smokers "in the know"

1 *Never smoke a hot pipe.* Allow the bowl to cool and dry after every smoking. Not a bad idea to have two pipes! Try it and see how much more enjoyable pipe-smoking is!

2 *Don't be an "asthmatic pipe-smoker"*—one of those birds that blow the smoke *back into the stem* of the pipe—not out of the corner of their lips. "Asthmatic smokers" overheat their bowls and hence miss two-thirds of the joy of good pipe-smoking.

3 *Smoke a good pipe.* Pay at least a dollar. More if you can. You're buying a friend. Buy a good one. A cheap pipe (with the exception of an unfinished corn-cob) is often so heavily painted over to hide imperfections that you smoke varnish—not pure, fragrant tobacco.

4 *Smoke a good tobacco.* Not necessarily an expensive, fancy brand. There is a certain Burley mixture that comes in a little tin that has been a leading favorite in this country for more than twenty-five years. Edgeworth . . . and it costs only 15c!

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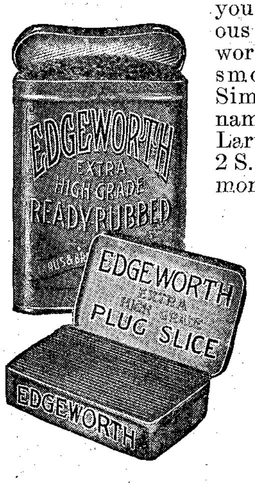
If you've never smoked a pipe—let us send you *free* some generous pipefuls of Edgeworth Ready Rubbed smoking tobacco. Simply write your name and address to Larus & Brother Co., 2 S. 21st Street, Richmond, Va.



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They're Always Dangerous.—First Cannibal—"The chief has hay-fever."

Second Cannibal—"Serves him right. I told him not to eat that grass widow."—*The Pathfinder.*

Anti-Necker.—A bee expert is out with the advice: "Don't coddle your bees." It's nice to know that we've been cooperating all these years by not even getting within coddling distance.—*New York Evening Post.*

Long-Felt Want.—Young Miss—"And next week I'm sailing for Paris to get my clothes."

Grandmother—"Yes, yes. I wondered where you'd left them."—*Schenectady Union-Star.*

Post-War Version.—

Come into the garden, Maud,
The spade's up on the shelf—
Do you think I'll dig, you fraud,
The whole darn thing myself?
—*Boston Herald.*

Moron at the Wheel.—

A man I'd like to put to sleep
Is Lucius Lester Thorne;
When stalled in traffic he will keep
One finger on the horn.
—*New York Sun.*

Pioneer Hardships.—Remember way back when every well-drest motorist wore goggles?—*Clermont Press.*

And the outfit was not complete without a linen duster coat and a thick laprobe.—*Cross City News.*

And every time you started somewhere you got stalled, and somebody yelled, "Git a horse."—*Florida Times-Union.*

Dope Chaser.—A tramp knocked at a kitchen door and said, "Please, kind lady, I'm a sick man. The doctor gimme this medicine, but I need something to take it with." The lady was ready to help. "Poor fellow!" she said, "do you want a spoon and a glass of water?" The tramp answered, "No, mum, I wouldn't trouble you. But this medicine haster be took before meals. Have you got a meal handy?"—*Herald of Gospel Liberty.*

T-T-two of a K-k-k-ind.—"H-h-h-how f-f-far is it t-t-to B-b-b-barhaven?" the gentleman asked a traveler in the smoker. The man stood up without a word and went back to his chair-car. Another passenger answered the question, then sought out the unfriendly one.

"Why didn't you answer his question just then?"

"D-d-d-do you want m-m-me to g-g-g-get my f-f-f-fool head kn-n-n-nocked off?" was the reply.—*Boston Transcript.*

Conflicting Temperaments.—

The little birdies sing,
The little brooklets run—
The country man, By Jing
'S lucky son of a gun.
—*Florida Times-Union.*

The ants and spiders crawl,
Mosquitoes sing a ditty.
Sometimes, doggone it all,
I long for a great big city.
—*Delray Beach News.*

SLIPS THAT PASS IN THE NIGHT

Spring Styles.—The panties at City Hall Park are at their prettiest now.—*Jackson (Mo.) paper.*

Dumb Friend.—Wanted—Guide or companion for spring hunt—prefer bear.—*Salem (Ore.) Capital Journal.*

Oil King in Wonderland.—Major Peake then informed the prisoner he would be confined in the East wind.—*Denver Post.*

Knows Her Sports.—Widow wants work as housekeeper on ranch or city, good cook, also go fishing with right party.—*Great Falls paper.*

Don't All Speak at Once.—Young lady wishes business girl as roommate, also have vacancy for one young man.—*Ad in the Columbia State.*

We Have Been Deceived.—

FARMING IS NOT A
GROWING INDUSTRY
—*Head-lines in the Arkansas Gazette.*

Would Make Africa Chilly.—Forty-six years' dispute settled as President Hoover announces agreement whereby Peru receives Tacna and Chile gets Africa.—*Philadelphia Evening Bulletin.*

Thief of Time.—William Q——, son of a wealthy rancher, was made defendant in a $50,000 suit charging alienation of the afternoons of Mrs. Marie K——.—*Denver Dispatch in the San Francisco Examiner.*

Novel Business Policy.—

BENNETT'S STORE
Sells Sheep
Buys Deer
—*Second-hand store ad in a Blaine (Wash.) paper.*

Page Mr. Ziegfeld.—Ten minutes later a slim, but blue silk crêpe, black lizard skin, very erect girl drest in dark pumps and sheer gun-metal stockings, appeared in the doorway of the Hathaway dining-room.—*Birmingham Post.*

Happy Family.—

LUMBERMEN'S MUTUAL
INSURANCE COMPANY
Mansfield, Ohio
E. S. Nail, *President*
W. H. G. Kegg, *Secretary*
—*Report of Ohio's Insurance Commissioner.*

Old Friend Bobs Up.—Backing your statements in a recent issue of The Literary Digest regarding the mysterious movements of one "Etaoin Shrdlu," you might be interested to learn that this gentleman plays ball as you will note in the following quotation from the Texarkana *Gazette*:

"The Travelers garnered seventeen hits off the trio of Bir- Turpin giving Tur Etaoin Shrdlu mculywfp mingham moundsmen two less."

Evidently the above constitutes the full name of Mr. "Etaoin Shrdlu" as listed in the ball association's roster, and we are wondering where he will play next.—*Letter from a Digest reader in Genoa, Arkansas.*